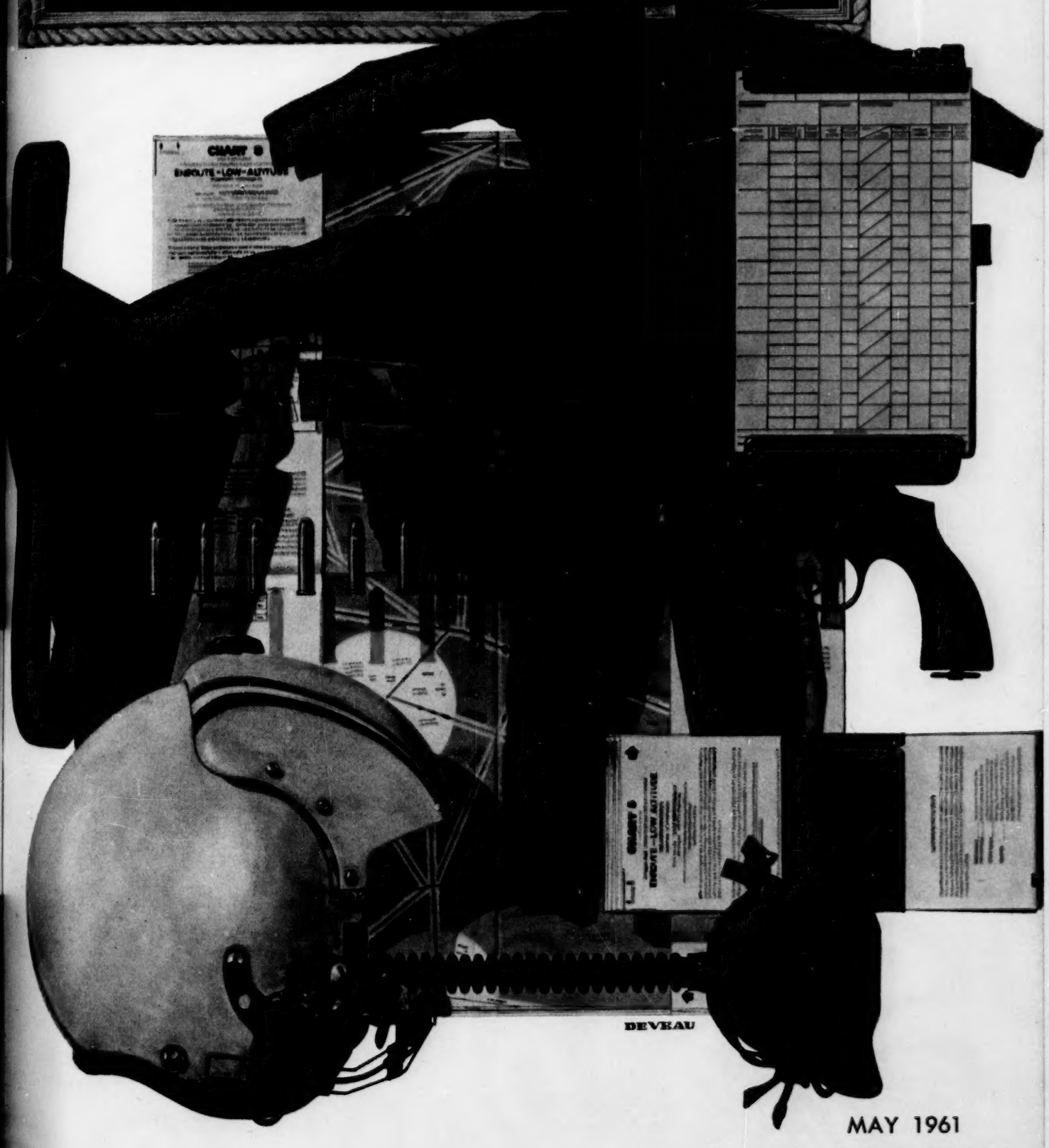
Marine Corps Gazette



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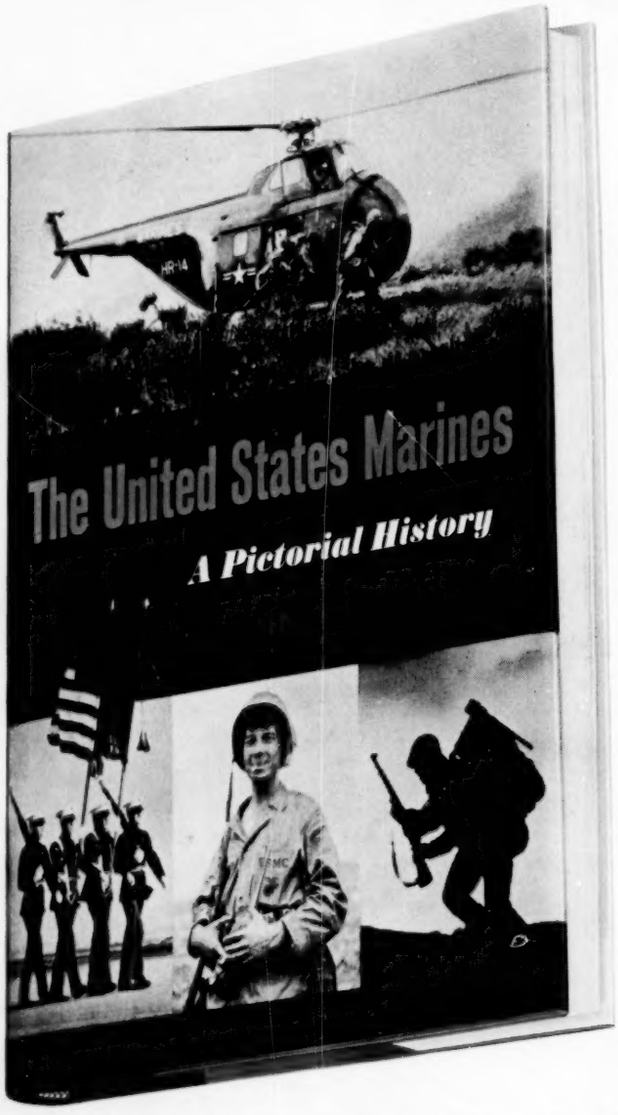

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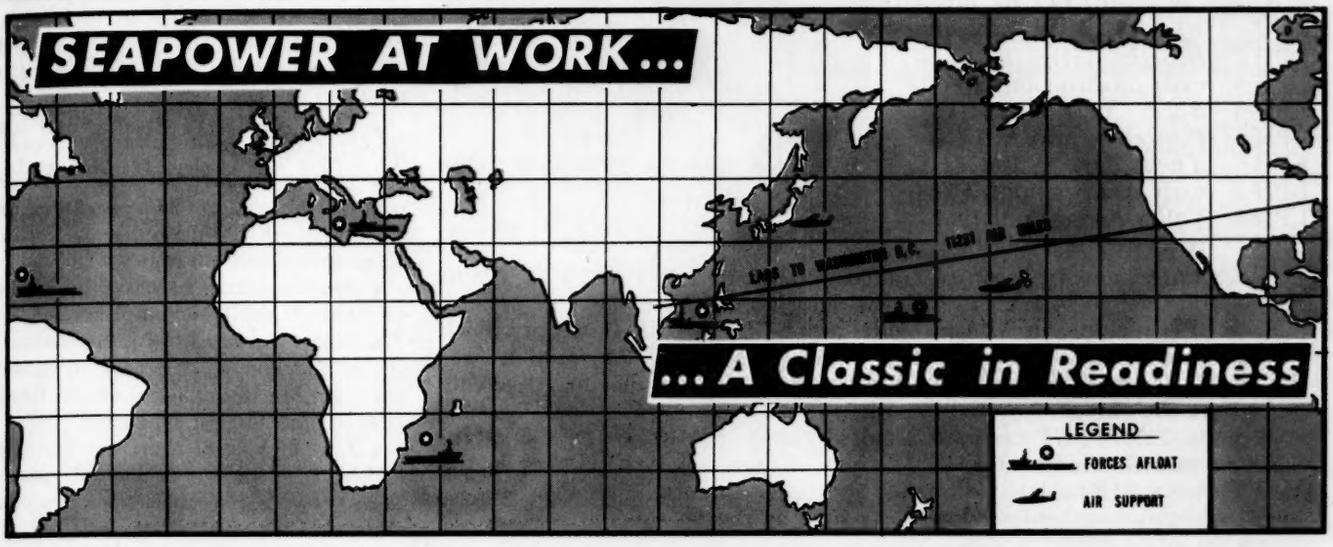
Marine Corps 1961

The Marine Corps Association Newsletter

An unofficial digest of news of interest to our members

Volume 45, Number 5 | Marine Corps Gazette | May, 1961



In War & Peace

"In waters adjacent to areas of tension or potential trouble, naval forces . . . exercise a stabilizing effect . . . When tensions build, United State military power can always be manifested, but in a quiet, unprovoking manner. Yet the strength of the United States is there—for all to see and to respect."

—Adm Arleigh Burke

Come war or uncertain peace in the Southeast Asia, US military reaction in the crisis will long be studied as a textbook example of seapower at work. Never in the past six years of flareups—the Tachen Islands, Vietnam, Suez, Quemoy-Matsu, Lebanon, Cuba—did the Navy-Marine team mesh better.

And routine peacetime training paid off with a bang. Big move was the 1stBrigade. The Kaneohe Marines embarked in early April for Operation GREEN LIGHT, a scheduled two-month maneuver at CamPen and 29 Palms, sailed west instead. They were reported headed to Okinawa, where they could join the 3dMarDiv.

Meanwhile, the 3dDiv was busy. Maneuver shipping and Marines off Japan turned around, headed south.

Marines and their fighting tools, including helicopters, were with the SEVENTH Fleet, somewhere in the South China Sea. 1st MAW was ready, too. Not only were aircraft in Japan and Okinawa, but routine training had put Marine air in the Philippines—a giant step closer to Laos.

Behind the combat-ready troops was forward planning. 3dMarDiv CG **MajGen D. M. Weller** took part in a SEATO CPX, Operation RAJATA. Days later, MABS Marines moved into his CP at Udorn, Thailand, began servicing helicopters rushed to the Laotians (who promptly executed a vertical envelopment.) Meanwhile, Gen Weller was called to Tokyo for briefings, was reported as ready to assume command of JTF 116, if and when.

Red China denounced SEATO conference agreements as a "paper tiger." Behind those agreements, real training. Besides the CPX, an amphibious maneuver, Operation PONY EXPRESS, had long been scheduled to begin 14 April. With US Marines, it was to bring together the 2,500-man Commonwealth Brigade from Malaya (British, Australian, and New Zealand

(See **Sea Power** next page)

Guidance From SecNav

SecNav John Connally for the first time ever rounded up all 4,000 Navy and Marine officers in the Washington, D. C. area, issued them a ration of guidance.

National press reports played up his request that staff officers avoid "leaks" to the press. What he said was far more important than that.

"Our most probable call to battle," SecNav said, will be brush fire or limited war situations where "Navy-Marine air-sea-ground teams excel."

He promised that "new ideas and concepts for amphibious assault will find a fertile field." As a result of this thinking he said, "the future of manned aircraft is excellent. In limited war we still need to depend upon a pilot's eyesight and judgment to find targets, to evaluate them, and to assess damage done to them."

He raised two key questions. "Should we re-emphasize our amphibious and limited war capabilities and the kinds of surface weapons which best support them, even at the expense of our ability to press carrier borne attack against strategic targets?"

Also, "What is the surface to surface weapon of the future . . . for shore bombardment"—missiles or "5-in. and cruiser main battery guns?"

The Secretary indicated interest in

(See **Guidance** next page)

Mobility & Marines

"Adequate mobility for our amphibious forces is our greatest problem area."—**Gen. D. M. Shoup**

Ships take from three to five years to build. Rapid reaction to the crises of 1964 through 1968 depends on ships authorized in the 1962 and 1963 budgets. And the amphibious fleet is aging fast. How does the picture look today?

A total of eight LPH are under construction (one temporary); also, six LPD. They'd be available on this schedule:

LPH-2 (*Iwo Jima*) Dec 1961	LPD-1 (building) FY63
LPH-3 (early construction) FY63	LPD-2 (building) FY63
LPH-4 (*Boxer*) in LANTFLT	LPD-3 (authorized) FY64
LPH-5 (*Princeton*) in PACFLT	LPD-4 }
LPH-6 (*Thetis Bay*) in PACFLT	LPD-5 } Requested '62 budget; avble
LPH-7 (early construction) FY63	LPD-6 } FY65 at earliest
LPH-8 (*Valley Forge*) Fall 1961	
LPH- (requested in FY62 budget)	

Valley Forge, now in overhaul and conversion, goes to PACFLT. *Thetis Bay* should then go to LANTFLT, will later go out of service.

Each LPH replaces an APA, provides a one-BLT helilift capability. Each two LPD replace an APA-AKA combination to lift one BLT, land it over the beach. It's easy to see not much progress is being made toward getting more than the current 1½-division lift.

Actually, LANTFLT can't lift a full division. PHIBLANT's six PHIBRON's can each lift about 2,500 Marines. Three will now be kept in the Med under a PHIBGRU command; the other three will be split among the Caribbean, overhaul, and projects such as the Solant-Amity cruise off Africa.

PHIBPAC's four bigger PHIBRON's can lift over 30,000 troops. Two PHIBGRU commanders also rotate between the West Coast FIRST Fleet, and the Far East.

Lift isn't the only problem. Age and wear particularly affect key ships such as the command AGCs. One, USS *Pocono,* was recently refurbished.

Another problem in an age of far-flung brushfires is speed. Only one-third of amphibs can make the desired 20 knots. A 20-knot LST hasn't yet been developed, although design studies show one could be built by accepting six feet bow draft rather than four. A decision must be made soon to go for the 20-knot "(T", settle for more 20-knot LSD (*Thomaston*-class), or both. Next year's budget is not far away from 1970 as shipbuilding goes.

And there's one more Navy problem that affects Marines: naval gunfire support. New cruiser and destroyer types have many missiles, few guns. They can't conduct shore bombardment. And there's no replacement in sight, not even the mighty-midget LSMR. They're all in mothballs, and so is the IFS originally designed to replace them. With current emphasis on non-nuclear capabilities, the problem will get more serious by the year, place added urgency on planning for adequate artillery and close air support.

Seapower, Contd

guerrilla fighters (See *Malaya Jungle Patrols* GAZETTE: Oct '60), as well as tough Thai, Philippine troops. Originally planned objective area: North Borneo.

Summary: Laos has been a classic demonstration of the flexibility and mobility inherent in the balanced fleet. Routine Navy-Marine exercises around the world once again provided bonus readiness in emergency. Still to be demonstrated: another unique characteristic of the Navy-Marine team, staying power for "the long twilight struggle."

First phase of Operation GREEN LIGHT, planned two-month long Pacific Fleet exercise (3Apr-8Jun) was cancelled when invited guest 1stMarBrig went calling elsewhere. Phase II, an all-Navy show (carriers and submarines) is going on now, will be followed by Phase III, division-size (1st-MarDiv) amphibious exercises set for 8May-8Jun.

It was announced in March that GREEN LIGHT would involve more than 50,000 men, 150 ships, 300 aircraft.

Guidance, Contd

getting more simple ships and aircraft built now, rather than experimental models.

In the officer career field, SecNav said he's interested in:

- Deep promotions based on demonstrated "initiative and courage," not the ability to "keep a finger on their number." He hopes to pick high command potential at the LtCol or junior Col level (37-42 years).
- Longer tours to develop and use specialization.
- Honest fitness reporting ("When you do not report poor performance . . . you are downgrading the entire officer corps and yourself.")
- Special awards to recognize junior officer and SNCO accomplishment.
- More training in international affairs and foreign language ("Should not every one of our naval officers speak at least one foreign language?")
- Less high level exercises "training higher echelons of command" partly caused by "rapid turnover of senior officers."

Your Tour at HQMC

Chances you'll serve at HQMC are going down. SecNav's desire for longer tours (See above) will drop the odds 20-25%. Also in the works, a T/O reduction. The first attempt at a 5% cut ended up with staff section proposals which, added up, asked an increase over current 1,091.

That wasn't bought and a slash is expected soon. A key indicator: CMC set an example by cutting his personal aides 33%.

Small Unit Paperwork

Help is on the way.

Marine Corps is set to equip units with embossing gear (*Machine Help for Your Paperwork,* GAZETTE: Jan '60). FMFLANT units have it, used it in Troop Tests which proved it out.

HQMC has set a fast deadline to get instructions to the field this summer. Additional machines will be bought, should be available before end of year.

Coming Events

General Officers' Conference has been set for 11-13 July. Some main topics for round table discussion: Fiscal, Readiness, Troop Tests, Housing, and Fitness Reports. Problems submitted from the field will also be considered.

Annual Orientation Conference at MCLFDC is on—for 7-11 Aug. It will now be held only every other year.

Marines at Work

As spring sprung its annual leak mostly it was mud that marked the working Marine (see cut). Some got cold. Some got wet. Some sweated. All stayed busy. Some were busier than others (see page one).

Operations were global, in the US stretched from Vermont to California. **Capt J. T. Simonson's** 11th Rifle Co working out of Burlington, Vt., wore snowshoes and skis while training in the White Mountains; a continent away at CamPen 7thEng aboard bulldozers began building a tank freeway through Las Pulgas canyon. More working Marines:

Photo by GySgt R. E. Griggs

▲ 3dAmTracBn held surfing operations at Cam Delmar, wheeled 50-ton LVT's through heavy surf up to a mile offshore. Emphasis was on surfing and holding formation. Ten LVT's, 100 Marines were involved.

▲ In the biggest field problem for a couple of years **Col A. Arsenault's** 7th Marines chased aggressors all over CamPen for four days and four nights, ran the gamut of assorted ground/air tactics, emphasized these:

- Training in employment of all weapons, organic and attached.
- Integrated tank/infantry operations, night operations, anti-guerrilla operations, helicopter operations.
- Operating 60-bed hospital
- Testing value of LVTC as mobile CP

Involved: Three battalions, supported by artillery ((11th Marines), tanks (1stTkBn), Ontos (1stAntiTkBn), 1st PioneerBn, 3dAmTracBn, 1stMTBn, 1stMedBn, 1stSerBn, VMO-6, air support planes (A4D and FJ-4B), OEs, HOKs and HUS from 3dMAW.

In three days, 1,600 Marines were lifted in four helicopters.

▲ **Maj H. R. Kurth's** pocketsize BLT made it around Cape of Good Hope after putting on Amphibious show for 30,000 Cape Town citizens, including **C. R. Swart,** Governor-General Union of South Africa, SOLANT AMITY helicopters were busy, too: 1) landing Marines 2) evacuating simulated wounded 3) helping University of Cape Town coeds publicize annual charity drive.

Capt J. W. Fritzlen, VMCJ-2, 2dMAW, flying F8U-1, made rendezvous with Pax River GV-1 refueler somewhere over Mississippi, plugged in, became 1000th pilot to take on fuel from Corps first air refueling tanker.

Your Military Education

You can expect a complete "package" explaining what schools the Marine Corps has, who can go, when and why.

A first draft has been routed to interested commands, final staffing is to be completed this summer. This is another step in HQMC's program to consolidate, simplify and organize orders—and to explain the policies behind them.

Some of the proposed features to be considered:

- Replace two orders and various letters with a semi-permanent catalogue-type order.
- Provide 1st and 2d enlistment schools to clarify training objectives, provide better reenlistment incentives.
- Decentralize school assignments, and budgeting, to local commanders.
- Provide more complete and clear course descriptions in terms of MOS training.
- Treat Reserve officers on EAD as career Marines and give them equal chance at school quotas.
- Plan specialized training for Marines en route overseas, when requested by the overseas commander.

Regardless of whether all these items are adopted, you can bet that one more "can of worms" will be consolidated into one simple, no-nonsense order.

Too Little, Not Enough

Some reserves aren't getting enough, nor the right kind of MOS training, says DirRes. Example:

Harry Hotrod joins Marines, elects Six-Month Training Program. His hometown outfit is 1st Air Delivery Co, San Jose, Calif. After bootcamp and ICT (Individual Combat Training) Pvt Hotrod goes to CamPen for training in OF 71 (Flight Equipment), spends 30 days on mess duty, rest of his active duty time learning how to pack parachutes. After his OJT (On Job Training) Hotrod is probably a qualified 7113 (Flight Equipment Man) but what his outfit needs and rates is a 7141 (Air Delivery Man).

This happens all too often, say DivRes planners, in too many OFs. To correct it, these major changes to MCO 1510R.7C:

- Unit COs will ask for specific MOS training when sending Six-Month trainees to CamPen or CamLej.
- Base commanders are asked to cut down on administrative and housekeeping chores of trainees taking MOS training.
- If trainee is not yet qualified after active duty time, training commanders will log same in Marine's SRB, withhold primary MOS.

Readiness Inspections

Mobile Marines get inspected by a mobile Inspector General. Word (from a reliable driver) is that MajGen J. M. Masters, Sr., logged an average 150 jeep-miles a day on West Coast swing.

The IG looked into everything, but emphasis was on actual combat readiness. Units were picked to mount out by air and sea, throw up a position defense in the field, etc. Team members are enthusiastic about both the new system and the results.

Polar Medal

Not since Second Byrd Expedition (1933-35) has an Expeditionary Medal been awarded to Marines. Soon they'll get another one—also for service at the South Pole. Design is not yet firm but more than likely medal will have a penguin on it. Eligible: Armed Forces members and civilians who participated in Deep Freeze between 1Jan46 and a cut-off date as yet undetermined.

For the Rich

Traveling? See your disbursing officer within three days whether you need the money or not. CMC wants travel accounts settled fast so short travel funds can be watched. Ref: MCO 7303.16.

Congress & the Corps

Seapower paid off in 1961. What about 1962?

SecDef task forces completed their studies, recommended a greater capability to fight limited wars. President Kennedy agreed, asked Congress to increase the Eisenhower budget. Here's the increase for Marines: (in millions of dollars)

Appropriation	Auth 1961	Eisenhower	Kennedy
Military Personnel	$606.7	$620.0	$628.9
Reserve Personnel	24.8	26.4	26.4
Operation & Maintenance	176.7	179.0	181.0
Procurement	91.2	140.0	165.0

Here's what it would buy

Marines: A 178,000-Marine Corps, up 3,000. This was announced as meaning an extra BLT, an error. SecDef explained the increase would go for a Comm Co, a light helo sqdrn, a fourth battery in each of three HAWK Bns, and increases in manning level for MAWs, FSRs, and 1stMarBrig. CMC had asked for 5,000 extra to meet heavy turnover.

Procurement: The $25 million increase would buy the mine-clearing LVTE-1, more HAWK missiles, the man-pack SSB AN/PRC-47 radio, new 5-T trucks, water purification gear, 3-T rough-terrain forklifts, and photo-mapping equipment. Biggest chunk, $10.6 million, goes for new comm gear, including AN/TPS-34 height-finding radars for reserve units, small generator for AN/TSC-15 radios. Second largest chunk, $9.1 million, buys 81mm mortar ammo to replace old, unsafe rounds.

Navy: The President asked that the budget be increased to provide one more LPD. He shot down the air-to-air Eagle missile and the special Missileer aircraft that was to carry it. R & D on the missile goes ahead; it could be teamed with a proposed all-service VTOL/STOL fighter/attack aircraft.

Are You General Officer Material?

Here's a simple test. Just answer these five questions:

1. How many Armed Services are there? .....
2. Is CMC a member of the JCS? .....
3. Could CMC be Chairman of the JCS? .....
4. Is CMC subordinate to CNO? .....
5. Is the Marine Corps part of the Navy? .....

To be selected for general officer you must now serve on a joint or combined staff. That's where you'd need the right answers. And records show that these questions are among those most frequently missed in the beginning "inventory" tests at Senior School.

How did you do? Here are the answers:

1. There are *four* Armed Services: Army, Air Force, Navy & Marine Corps. The present Marine Corps was founded by act of 11 July 1798 as a separate service "in addition to the present military establishment." An act of 1834 placed it within the Department of the Navy. The National Security Act of 1947 lists both the US Navy and US Marine Corps within the Department of the Navy. A correct regulation must refer to "the four services," "all services," or "the three departments." Also, reference to "the three services" is an affront to the US Air Force, the junior service—like calling it the "Army Air Corps."

2. The Commandant is NOT a member of the JCS. He has "co-equal status" on matters affecting the Marine Corps. He indicates interest in a JCS agenda item. Unless the Chairman appeals to SecDef (he never has) CMC then sits in. Last year he had such interest in 52% of the items, as against 42% in 1959. Reason: both FMFs are under unified commanders, so more items become a joint problem. Does this give the "Navy" a double vote? No. JCS members don't vote. They state their views and pass them to SecDef (who sits in if there's disagreement). Besides CMC may well disagree with CNO, and has.

3. The Commandant could be selected by the President, with the advice and consent of the Senate, as Chairman. The legal requirement is that the Chairman be chosen from "officers of the regular components of the Armed

(See **General Officer**, next page)

Shooting Fronts

Fewer Marines at Camp Perry this year. Reason is short TAD money and an aim to log bigger percentage of winners at National Matches. To trim shooting rosters HQMC is laying down these rules for post and station shooters putting in for the trip to Camp Perry:

- Possess NRA rating of Master w/ appropriate arm
- Has not fired 1961 competition-in-arms
- Minimum four-Marine team

Cutback in shooters is right down the line. Most commands will send fewer shooters (all hard hitters) to Division Matches thereby insuring keener competition in Marine Corps Matches, prep for Camp Perry.

Warming up for Marine Corps Matches at CamLej 22-27 May, top Marine shooters did all right solo in First Annual Armed Forces Shooting Competition, CONARC-sponsored event at Ft. Benning, Ga., finished second in team matches and total individual match scoring. Winners:

- **GySgt J. E. Hill,** 50 meters, small bore rifle, Kneeling; 50 and 100 meters, small bore rifle.
- **Capt W. W. McMillan, Jr.,** 25 meter, rapid fire pistol. (Set unofficial world's record). Scoreboard: Total points (P) divided by total competitors (N).

Individual Matches

Service	P	N	P/N
Marines	59.5	60	.99
Air Force	33	56	.59
Navy	11	64	.17
Army	299.5	76	3.94

Decorations and Awards

Silver Bands augmenting battle streamers were okayed for use on staff of Battle Colors in 1939, dressed up flagstaffs no end. Then along came WWII and things got out of hand. Example: PUCs (Presidential Unit Citations) alone netted 20 Silver Bands; some outfits earned so many that it would take a flagstaff from here to there to accommodate them. Result: awarding of Silver Bands has been knocked off. Units may continue to display bands that they rate as long as their present flagstaff holds out. When a new one is needed, leave on Silver Bands, send flagstaff to Marine Corps Museum, MCS, Quantico.

Power for Peace

20 May has been proclaimed Armed Forces Day by President Kennedy. Kickoff is at Andrews Air Force Base, Md., 13-14 May.

The four military services and Coast Guard will participate.

Navy Relief Society: Morale Booster

Fifty-eight years ago come November Navy took on Army in a football game, ended up on short end of 40 to 5 score. More recently a young, married Marine came up short when his wife's allotment check went astray. There is a connection.

Proceeds from the 1903 Army-Navy football game were divided, Navy half going to set up Navy Relief Society. That's where the Marine turned for help to meet his family's basic living expenses.

From the beginning NRS has interested itself in families of Marines and Navy men. At first, aid went only to widows and orphans. But as the kitty grew, fed by voluntary contributions, NRS expanded its service to helping living members of the Navy Department and their dependents. Here are a few ways:

- Loans and/or grants for medical expenses not covered by Medicare, e.g., dental care; funeral expenses; basic living expenses under certain conditions; travel expenses in special cases such as death or critical illness of member of immediate family.
- Visiting nurses who follow up on posthospital cases, assist new mothers, provide visiting nurse care for those who need it at home.
- Offer advice, information on benefits, pensions, allowances, allotments; help arrange for transportation, housing, medical care.
- Offer aid in obtaining special services such as aid to crippled children.
- Family counselling.
- Operate Thrift Shops at many bases selling used but serviceable clothing, household items. Note: NRS Thrift Shops offer unbelievable bargains in uniforms.
- Organize sewing clubs of volunteer wives to prepare children's clothes, layettes for new babies.

Some things NRS can't and won't do:

- Finance business ventures, buying of homes.
- Finance autos, TV sets, fur coats, HiFi sets.
- Finance vacations, liberty or leave (except emergency).
- Finance weddings, divorces nor pay alimony, court costs and fines.

Navy Relief Society operates on voluntary contributions, last year collected $1,505,826, a new record. CamPen was top donor with $114,981.15, proceeds from its annual Navy Relief Rodeo.

A retired CPO who died in 1960 willed the Society $12,838.

Miss Dorothy Kosanovich, HQMC employee, got a $120.00 Meritorious Service Award, donated it to NRS.

Money is used to help Marines, nôt pay help. Basic workers are volunteers—a major activity for Marine wives who complete basic training course.

General Officer, Contd

Forces." CMC's background in air, ground, and sea warfare would be hard to beat. Rotation among services is a custom, not a law.

4. The Commandant is directly responsible to SecNav (GO 5 of 14May59) for "administration, discipline, internal organization, unit training, requirements, efficiency and readiness and for total performance of the Marine Corps." He IS responsible to CNO for readiness and performance of operating forces (FMFs, ships detachments, security forces) assigned to operating forces of the Navy. The answer is "Yes AND No."

5. Legally both the "Navy" and the "Marine Corps" are services within the Department of the Navy. Incidentally, the term "Navy Department" means just the headquarters of the Department of the Navy. As a Marine you're a member of the naval service, but not of the Navy. The answer is "No."

If you passed (100%), how do you get assigned to a joint staff? The law says about one-third of the members come from the Navy *and* Marine Corps. CNO and CMC signed an agreement dividing the billets 80% to 20% in numbers, grades, and importance. "Rots of ruck!"

Gleanings Here 'n There

A squad of Marines deepsixed seabags and packs, hung on to rifles when their transport plane lost an engine two hours out of Okinawa, made it safely back to Kadena. . . . **SNCO Symposium,** held yearly since 1957, has been postponed until 1962, thereafter comes every other year.

Getting from here to there via POC (Privately Owned Conveyance) now rates one day travel time per 250 miles over shortest route. Ref: MCO 4600.6.

"The Jet Stream" station newspaper at MCAS, Beaufort, S. C., now using magazine format, kicked off its facelifting with shamrock, a tribute to **LtCol J. K. Johnson's VMF-333.** Credit for the new look goes to **LCpl H. A. Duncan,** Editor-in-Chief.

"Maximum possible utilization of the most economical mode of travel" by ". . . making optimum use of MATS (Military Air Transport Service) in place of MSTS (Military Sea Transport Service) for individual and dependent overseas transportation. Translation: G-1 plans to fly Marines traveling alone and families to overseas billets.

30 Marines from 1stAirDelCo, San Jose, Calif., get jump training at Ft. Benning, Ga., this summer. . . . **A new supply course** at CamLej passes up basics, provides top SNCOs with understanding of overall supply system, how it operates. Fifteen Marines from six east coast commands are enrolled in first class. . . . Everytime **GySgt John A. Cheslak** picks up his phone at Parris Island he gets something like this: "What's a matter, honey, you got a cold?" He's acting SgtMaj of Woman Marine Bn.

MajGen G. R. E. Shell, USMC (Ret) will be formally installed as 9th Superintendent of Virginia Military Institute, his alma mater, 20 May.

Well Dressed Marines

Story behind price reduction on Blues, kersey is age old—supply and demand.

When gabardine Blues became available buyers snapped them up, even though they cost more. Recent price cut on Blues, kersey helped some but bargain Blues continue to undersell gabardine despite a marked price spread, e.g., $10 for kersey coat vs $28 for gabardine.

At last counting there were more than 36,000 complete sets of Blues, kersey unsold or unissued. Until stocks are depleted sale of Blues will be restricted to kersey type if stocked in your size. Meanwhile mixed Blues, that is gabardine trousers w/kersey coat or vice versa are authorized (see MCO 1020.27).

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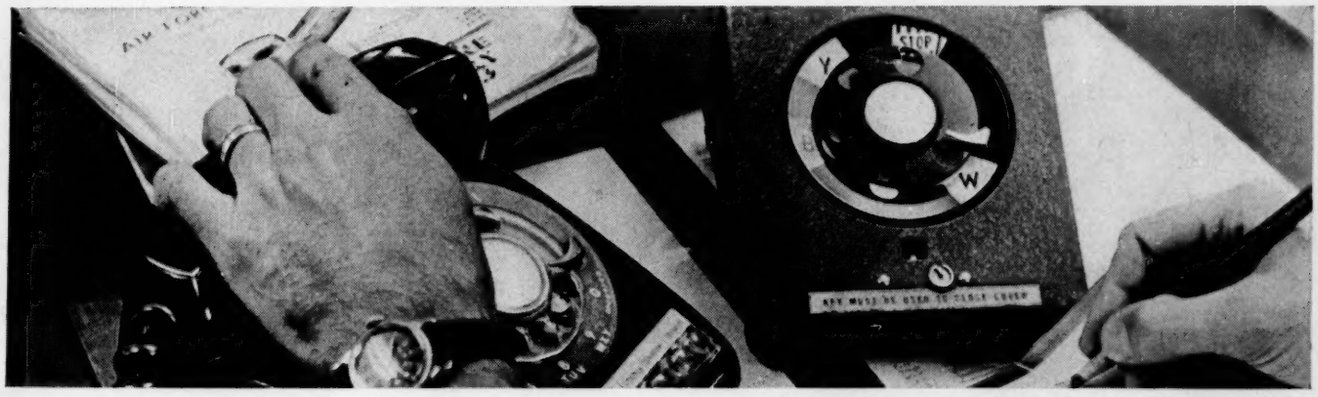
from the reaches of space

Unretouched time exposure shows Echo I communications satellite (long line) crossing heavens right to left. Shorter lines are stars "in motion."

to the depths of the sea

Actual undersea photo of telephone cable off coast of Florida.



we use <u>all</u> of the arts of communication to serve you better

One of our biggest capabilities is providing defense communications—wherever needed.

If we can't fill communications needs off the shelf, then we'll start fresh and create the answers to the problems. We've done that hundreds of times.

We recently handled the world's first telephone conversation *via satellite*. And we have started development of a world-wide communications system employing satellites.

We developed the world's first undersea telephone cables to speed calls between continents.

When industry and government needed a way of gathering huge amounts of coded information from distant points, we were ready with our vast telephone network and Data-Phone, which transmits at extremely high speeds.

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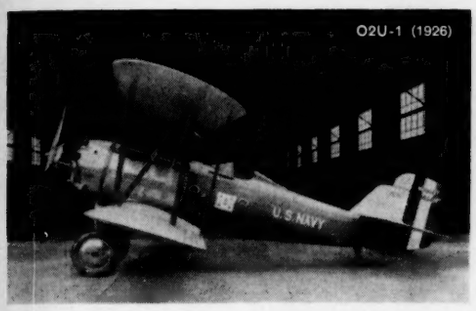
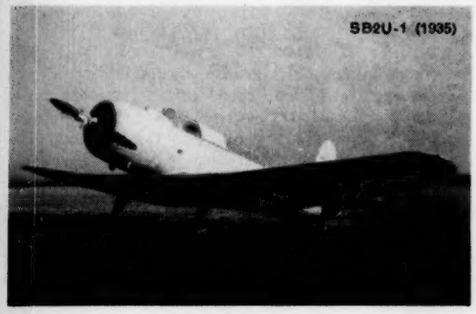
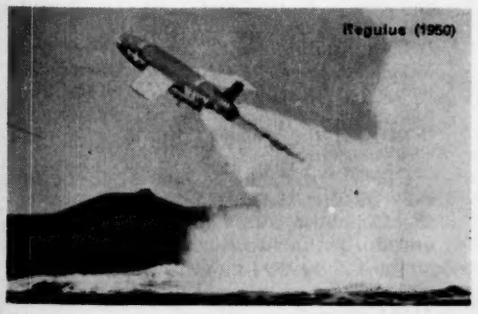
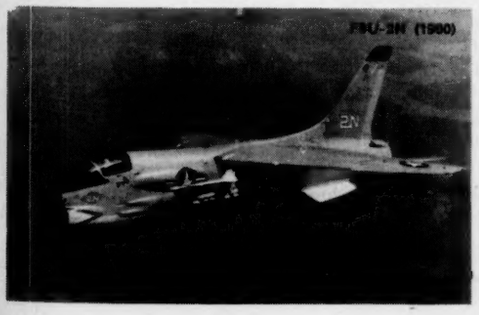
Chance Vought bridges the history and future of Naval Aviation









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NAVAL AVIATION 50th ANNIVERSARY 1911 1961

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Danger on the Flanks

. . . I read with more than passing interest Capt B. H. Liddell Hart's *Danger on the Flanks of Nato.* (GAZETTE: Jan '61). As usual, Capt Liddell Hart expresses himself well.

However, his line of reasoning should cause serious concern to anyone associated with the planning of military operations. Not that we should object to experts like Liddell Hart pointing out weaknesses in our defenses. Such criticism, when conducted by experts, is healthy and helpful. But we must take issue with this article. Quote. "If the Russians, on some convenient pretext, were to make a sudden pounce to occupy such points along the Skaggerak strip in Norway and Denmark], and then immediately offer to negotiate a settlement on the basis of free passage to warm waters, would the major Western powers actually venture to bring on a suicidal war with nuclear weapons rather than negotiate?"

And in discussing the southern flank of NATO defenses he summarizes, ". . . there seems no chance, or way, of defending Persia against invasion except by the American Air Force in the Mediterranean area and their use of tactical nuclear weapons. This would carry a heavy risk of developing into all out nuclear war, and thus into mutual suicide. So there might be more hesitation in taking the decision to unleash such action than there has been in giving Persia an assurance of protection."

Our position must be stated so firmly that there will be no doubt in the minds of the Russian leaders that we shall not hesitate to fight if they should tamper with friendly territory. Not only must we state this firmly but we must be willing to back our statements with *whatever* force is necessary.

There is one sure road to defeat. Inform the military that they have available for use nuclear weapons, and allow them to formulate their defensive plans accordingly. Then, when the time comes to execute the plan, withdraw the use of the weapon. This is what Liddell Hart is suggesting. And I submit that to even contemplate such a reversal in planning is to invite disaster.

Liddell Hart criticizes Churchill for his position on Norway and Denmark during World War II. I say, let us look to Churchill as one who did not hesitate to support his convictions by utilizing his strength of arms.

Maj H. D. Fredericks

HQMC
Washington, D.C.

May Flowers

. . . I am now in my fourth year of membership in the Marine Corps Association and find each year's articles better than the preceding. I look upon the GAZETTE as an excellent source of information in keeping abreast with the ever changing world picture, as well as a necessary supplement to the information we try to disseminate at our reserve unit.

The purpose of the MCA—that of getting people to THINK and express their thoughts—is the only way the military (or any organization for that matter) can expect to increase their ability to carry out the more complex and varied missions that are being assigned to them. It is only through our ability to carry out these missions that we will be able to maintain an erect defense posture and serve as an example to the rest of the world as a nation firm in purpose with the ability to back-up our convictions. I say "Good job and keep up the good work."

Capt R. J. Borda

7th InfBn, USMCR
San Bruno, Calif.

. . . Certainly non-rated and NCO Marines want professional distinction from all other "Loyal US Citizens." Membership in the Association should have a fourth category: Junior, for these members as simple recognition. Many, myself included, . . . stimulated by the meat and potatoes tactical and strategic as well as informational material in the GAZETTE.

The Salty Skipper was nice, but I'm sure few were sad when he got his orders. Roll on, Baseplate!

PFC E. F. Wells

86 Oxford St.
Cambridge, Mass.

. . . As a member of the Platoon Leader Class program I feel it is to my best interest to keep in touch with "our changing Corps." Also, I feel that as a candidate for a commission in the Marine Corps I must be able to adjust to the needs of my superiors, both now and after I obtain my bars. I have found several means of preparing myself for my task. I hope other PLCs may benefit and possibly be helped in their preparation.

Here's how:

- A copy of the *Guidebook for Marines* is one of the most helpful items I have ever found. It contains most of the basic subject matters concerning military subjects, from the M-1 to Scouting and Patrolling. I highly recommend it to all PLCs.
- An organized Marine Reserve is an excellent way to gain experience in both leadership and tactics. One weekend each month provides the training required of all class II reservists. As most PLCs are rated as L/Cpl or Cpl, the pay varies from about $35 to $50 per quarter, if you can find the time to investigate you can't miss.
- The GAZETTE. I have found the GAZETTE to be a most entertaining and informative "text." I say text because I have learned more from reading the GAZETTE than I have in any formal class. A close look at each issue of the GAZETTE and reading of back issues can help to prepare you for your mission in the Corps.

Richard D. Nordheim

Seattle University
Seattle, Wash.

And Came the Rain

. . . For many years I have been an ardent reader of GAZETTE. In recent years my ire has been raised more than once with some of the material published. It has become too much of a junior and senior course supplement. Much of the material published I believe has come right out of the junior and senior course text books (I've heard field grade officers make this statement) which is far above the level and interests of the majority of Marines. To put it rather bluntly, the GAZETTE is written by and apparently for field grade officers who understand and are interested in this type of material. Company grade officers and staff NCOs make a valiant effort to read and understand the material while other enlisted Marines who make up the majority of the Corps never glance at the GAZETTE anymore.

I can remember when at least half of the articles published by GAZETTE were written by enlisted men. Contributions from these writers are probably few today because few of these writers read GAZETTE anymore and have lost interest.

This is not intended as criticism but rather my contribution toward making the GAZETTE a more widely read publication and to gain more support for our magazine.

GySgt C. W. Ward

MCRS
Indianapolis, Ind.

Recommended Reading

. . . I strongly urge all Marines, regular and reserve, to read and study the "Report to Senator Kennedy from Committee on the Defense Establishment," commonly referred to as *The Symington Report.* Also recommended is an editorial printed in the January 1961 issue of *The Word,* official publication of the Marine Corps Reserve Officers Association.

I believe that, in the interest of the future of the Marine Corps, the GAZETTE should publish both *The Symington Report* and this pertinent editorial for all hands to read (if possible).

1stLt B. E. Knox

1178 Oneida St.
State College, Penna.

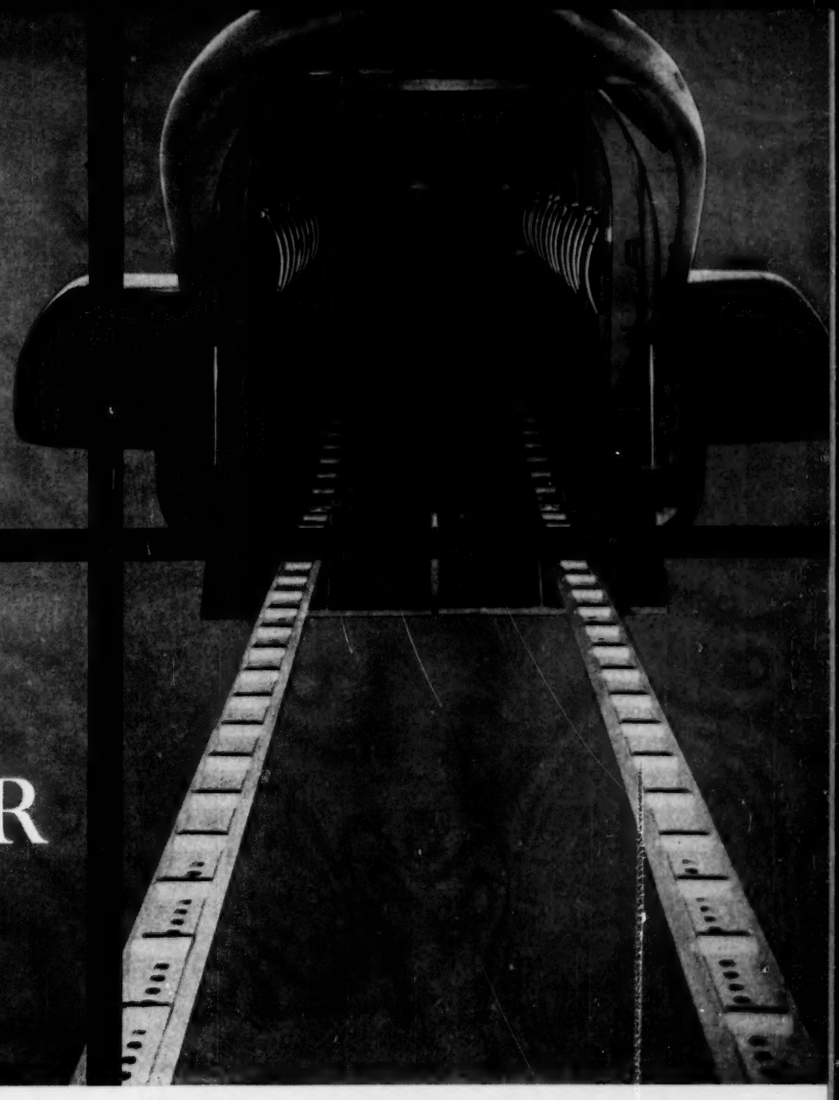
(Continued on page 12)

Question of the Month

Anti-guerrilla warfare is getting more and more attention from top US leaders, including President Kennedy. Question: Where is the best place to teach anti-guerrilla tactics to Marines? Should it be boot camp, ITR, division, special schools, or what? We'll pay $25.00 for the best answer. Deadline: 1July61.

BOEING-VERTOL 107...

THE WORLD'S ONLY "MISSION MODULE" HELICOPTER



BUILT-IN CARGO LOADER PERMITS IMMEDIATE CONVERSION FOR OTHER MISSIONS

"Mission module" design of the new, twin turbine-powered, Boeing-Vertol 107 means this truly versatile helicopter can perform a wide range of military assignments—without costly or time-consuming conversion. A change from cargo mission to minesweeping can be made readily because of basic aircraft design.

In addition, an integrated loading system can be built into this *first* all-mission, all-service helicopter. With the new system one man working alone can unload up to two tons of military cargo in three minutes or less. Even under demanding field conditions, loading can be completed in as little as eight minutes. The fully integrated system makes use of the Boeing Vertol 107's straight-in rear loading ramp. It includes recessed rollers and cargo beams which, when stowed inside the 107, serve as guides for vehicle wheels. A built-in hydraulic winch speeds loading, while the nose-up ground attitude permits fast gravity or taxi unloading. The loading system does not interfere with use of the Boeing Vertol 107 as troop transport, and troop seats can be quickly stowed along the fuselage sides to permit other "mission module" use—for ASW, land or sea rescue, medical air evacuation, missile site support.

The Boeing Vertol 107's capability to perform many missions such as these makes it the logical choice for today's flexible and alert Armed Forces.

VERTOL DIVISION
MORTON PENNSYLVANIA
BOEING

TOP PHOTO: FULL SCALE DEVELOPMENT MOCKUP

(Continued from page 10)

Deuces Wild

. . . As one who took part in the artillery experiments with the 4.2 mortar back in 1955, and took the minority view at that time, I am encouraged by the recent leanings towards returning this weapon to the infantry. Your question of the month for February: "Should the 4.2" mortar (or HowTar) be organic to the infantry or the artillery?" leaves one point out: Where in the infantry?

My recommendation is that we increase the fire power of the entire division by adding a reduced 4.2" mortar unit to each infantry battalion while retaining the artillery regiment with a more sophisticated artillery weapon. Granted, this would increase the administrative and logistical requirements of the division, it would also provide more firepower when and where it was needed. Elimination of the requirement to provide direct support to *each* battalion would permit the assignment of artillery battalions in direct support of the infantry regiment and the greater massing of fires where they are needed the most on the battlefield.

This suggestion would provide the infantry battalion with better integrated training with their own organic firepower. It would provide the battalion commander with a means of affecting the action, while allowing the transfer of the 81mm mortar down to the company level.

This would also permit standardization of training with artillery weapons within the artillery regiment. Elimination of the need to provide forward observation teams, since they would now be within the infantry battalion, would reduce the communication, personnel and logistic requirements of artillery, and make the provision of a mass artillery support more flexible, and easier to obtain.

Capt J. H. Strandquist
Junior School, MCS
Quantico, Virginia

. . . Your question of the month appears to be another imponderable of the battle field. To qualify your question as applicable to the year 1961, I would state without any mental reservations that the 4.2" mortar should remain where it is, organic to artillery.

- The infantry has enough problems; don't add to them.
- The infantry needs an effective supporting weapon with minimum range; the 4.2" mortar does NOT fulfill this need.
- The infantry desires to decrease their logistical problems; the 4.2" mortar adds to them.
- The infantry requires a weapon that is capable of firing both direct and INDIRECT fire; the 4.2" mortar is woefully lacking in this respect.
- The infantry is equipped with a limited amount of special surveillance and reconnaissance equipment; the 4.2" mortar is NOT going to help this situation.
- The infantry must be trained to move and also to fight on foot; the 4.2" mortar will NOT assist in accomplishing this mission.
- The infantry must be capable of effective operations during the night or periods of reduced visibility; the 4.2" mortar is NOT considered to be an asset in the accomplishment of this objective.
- The infantry must be capable of engaging the enemy at all times, in all climates, under all circumstances and in all types of terrain; the 4.2" mortar cannot measure up to this requirement.

The above are some, not all, of the reasons why it is considered NOT to have the 4.2" mortar organic to the infantry. It is not intended to belittle the 4.2" mortar but rather to put these matters in their proper perspective. An infantry commander should have the 4.2" mortar available as a supporting weapon. It can be used effectively for a number of missions but not for all missions.

LtCol D. J. Regan
Marine Corps Representative
US Army Armor Sch
Ft. Knox, Ky.

Ed: Two letters (printed above) expressed opposite points of view in answer to "Should 4.2" mortar be organic to infantry or artillery?" Both were judged "best," netted LtCol Regan and Capt Strandquist $25.00 each.

Tied in Knots

. . . Regarding MCO 6100.3B (Physical Fitness and Weight Control).

Thus far it's the most realistic approach to a minimum standard of physical fitness acceptable for male Marines.

Some exceptions to the modus operandi and equipment are in order:

- Event #2—Rope Climb (Knotted line one foot between knots). That knot, at one foot intervals may have been meant to give the climber an advantage; but it hinders more than helps.

Smooth vs knotted line we have tested—just place them side by side in your testing area and see what choice "two to one prefer".

Perhaps the manner of forming the knot is what has us knotted up. Should it be a pull through knot on the line itself or a splice knot through the line? Quite a difference between both—a splice knot is smoother and flexible and will allow for a speedier climb; whereas a line knotted about itself is like grabbing a small coconut, not much help to climb by.

- Event #3—Evacuation. "The individual being tested must have all his own equipment, the casualty none."

Not very practical to go charging out to make a rescue while weighted down. Speaking from practical experience I strongly urge stripping down to a very bare minimum. Speed and maneuverability is what you are after—not field rations enroute.

CWO J. A. Witkoski
MD, USNRT
Portsmouth, N.H.

Rating Reserve COs

. . . LtCol C. M. Johnson's *Strength From Within* (Observation Post: Jan '61) recognizes a definite problem area—independence of the Organized Reserve unit. The advantages of a high degree of self sufficiency need not be amplified.

It is the means to the end with which I take exception. Activating unit reservists to fill Inspector-Instructor staff billets lacks feasibility. There is no need to make several trips around the bush to provide a solution.

A relatively minor administrative revision will eradicate vagueness in the I-I—Unit Commander relationship, and will assure greater unit independence. Make I-I reporting senior on fitness report for unit COs.

The I-I, as reporting senior, will continue as military adviser. The CO, under such circumstances, will assuredly run the unit. This will require, of course, that the I-I outrank the CO. Company/battery-size units now rate majors as I-I and captains as CO.

Capt W. R. Mather
Welsh Road
Ambler, Penna.

Hanging Out The Wash

. . . *Extension School Challenge* (Feb '61) shows an artillery position in Korea, spring of '53.

On the answer page, you identify the photo and add, "United States military positions stood out like a searchlight on a dark night, compared to those of our opponents." This is true. You also state, "A need for more, and better camouflage is readily apparent." This bears some discussion.

Many observers in Korea failed to realize we didn't *have* better camouflage because we didn't *need* better camouflage. We had almost absolute control of the air, so the Reds were denied observation of defiladed areas. Since we couldn't be seen, we didn't need camouflage in these areas.

It may have been wrong not to camouflage, but energy really gets expended in combat only where recent experience shows it is needed. Our camouflage energy output consisted largely of stringing netting and garnish to show we knew what it was for, then stringing comm wire alongside to dry our white skivvies.

The What Is It? feature is a good one. Could you get a good aerial photo declassified—one showing both sides of the lines? Some of the differences are striking.

Capt L. M. Holmes
277 Genevieve Circle
Camarillo, Calif.

Do It Yourself

. . . If Mr. Strandberg's purpose in writing "Problem: Selecting a Bivouac Area" (Observation Post: Jan '61), was to point out the value of aerial photos as a map supplement, he was successful. If on the other hand his purpose was to solve the problem of selecting a bivouac area for a small unit on the move, in my judgment he failed.

Since my curiosity had been piqued by the hypothetical problem, I set about solving it to my satisfaction. For the sake of those who may have missed Mr. Strandberg's article, let's review his problem.

"Assume that you are leading a small unit overland along a small stream, through an area in which guerrillas have been reported. Opposition has not been encountered but you expect it.

"The time is now 1700, EENT will occur at 1815.

"Other than choosing a general area, you have not selected a bivouac area.

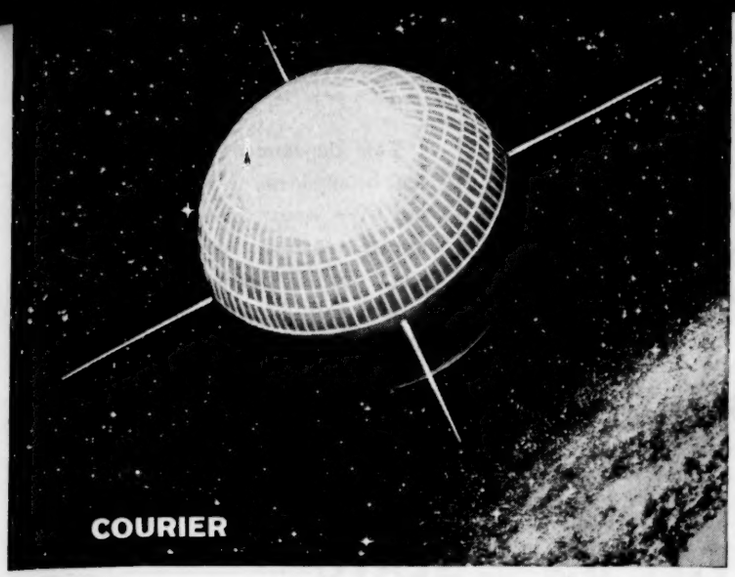
"The terrain is rolling, partially wooded. There are few cultivated fields. The rest of the cleared land is covered with grass."

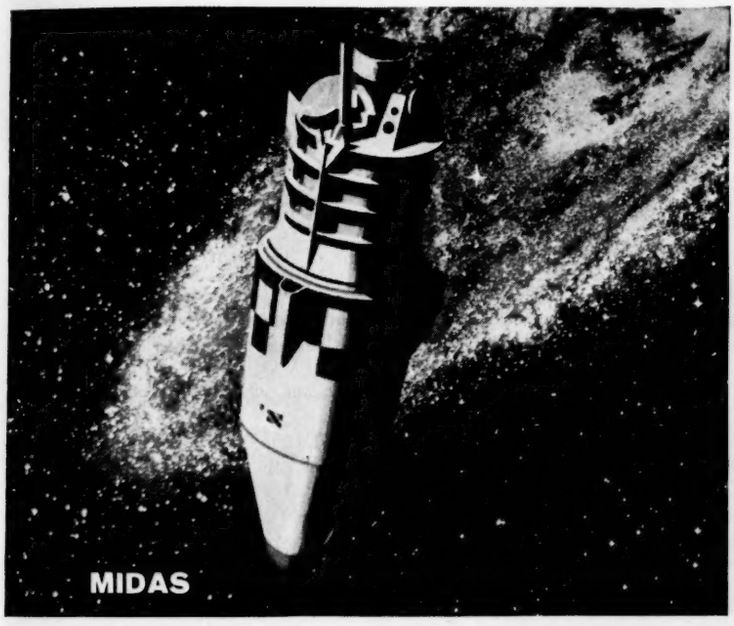
I would, as Mr. Strandberg did, refer to available maps and photo coverage of the area. I would further request aerial reconnaissance of my selected general areas requiring reports of enemy or civilian activity sighted, recommend bivouac and defensive position sites and recommended routes to these sites. I would then conduct a personal reconnaissance of the general area and select the specific position that best afforded observation, fields of fire, concealment and a perimeter defense.

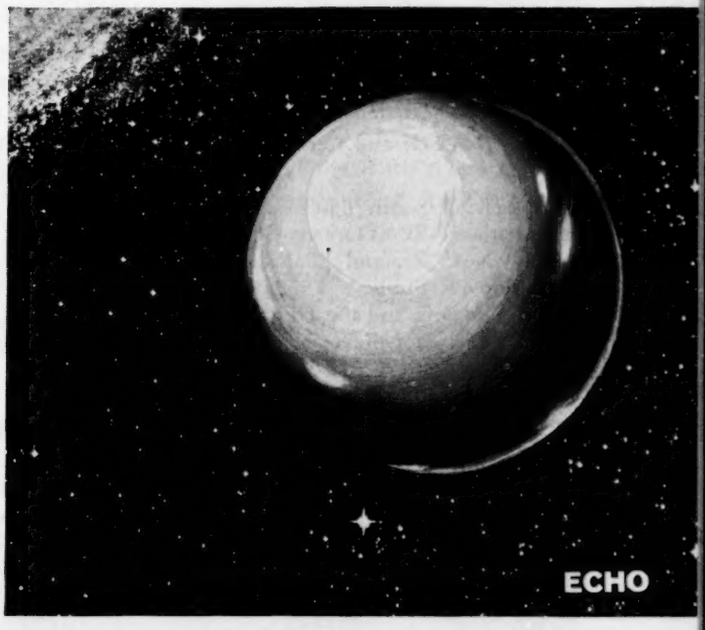
The point I am making is regardless of how helpful and sophisticated maps, aerial photos and other aids are, there is no substitute for a personal reconnaissance.

My answer to "Problem: Selecting A Bivouac Area": get all the information possible and then get out and select the site yourself.

Capt J. R. Luckett
102d Rifle Co, USMCR
Des Moines, Iowa







Philco Achievements in Space Technology

Philco has made many major contributions to the nation's vital space programs. COURIER, the world's first advanced communications satellite, was designed and built by Philco. Philco played a major role in the development and installation of the complex communications, command, tracking and data systems for the DISCOVERER program. Space-borne and ground communications systems for MIDAS and other satellites have been Philco designed. Philco developed and installed the tracking and receiving systems for the Air Force Passive Satellite Relay Link, which utilizes the ECHO satellite. In the field of human factors engineering, Philco has developed personnel subsystems for several major space projects. Philco also produces the world's largest 3-axis satellite tracking antennas.

These achievements are dramatic evidence of Philco's ability to integrate its extensive resources to the design and production of the most sophisticated electronic systems. For capacity, facilities and experience in space technology, look to the leader . . . look to Philco.

Government and Industrial Group, Philadelphia 44, Pennsylvania

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PROFESSIONAL SCRAPBOOK

This department aims to present briefly ideas of wide or lasting use. We want: professional tips, quotes, reprints, digests of articles from professional journals, translations—all of interest to Marines. We'll pay for your help in finding old, new or original material of professional value.

Alliances of the Free World: SEATO

SCRAPBOOK: Mar '61, gave readers a look at Soviet military power as extracted from "The Communist Bloc and the Free World—The Military Balance 1960" by The Institute for Strategic Studies, London, England. From the same source comes this look at one of the alliances of the Free World making up the balance against Communism. Future issues will spotlight North Atlantic Treaty Organization (NATO) and Central Treaty Organization (CENTO).

Members of South East Asia Treaty Organization (SEATO) are Australia, France, New Zealand, Pakistan, the Philippine Republic, Thailand, the United Kingdom and the United States. SEATO does not have a centralized command structure like NATO, and forces remain under national control. SEATO cooperation is concerned not only with military defense against aggression but also with the problem of subversion.

The main strategic forces are provided by US Seventh Fleet (which normally has four carriers) based on Manila, units of Strategic Air Command based on Okinawa and Guam and the British Far-Eastern Fleet based on Singapore which normally includes one carrier. Apart from indigenous forces on the Asian mainland, there is also the Commonwealth Strategic Reserve in Malaya which includes British, Australian, and New Zealand Battalions and supporting units, and Australian and New Zealand naval and tactical air units.

PHILIPPINE REPUBLIC

General

Population: 24,000,000
Total armed forces: 32,000

Army

Total strength: 21,500

Navy

Total strength: 4,250
60 small ships

Air Force

Total strength: 6,250
200 aircraft, including 3 squadrons of F86 Sabres

AUSTRALIA

General

Population: 10,000,000
Total Armed Forces: 47,570
Defense Budget: $507 million

Army

Total strength: 21,000
1 task group (two battle groups)
1 battalion in Malaya; one battalion of the Pacific Islands Regt

Navy

Total strength: 11,000
1 aircraft carrier
9 destroyers and frigates
97 small ships

Air Force

Total strength: 15,570
11 squadrons including 3 tactical bomber squadrons, 3 fighter sqds

THAILAND

General

Population: 23,000,000
Total armed forces: 134,000

Army

Total strength: 92,000
5 divisions

Navy

Total strength: 20,000
5 frigates; 71 small ships

Air Force

Total strength: 22,000
150 aircraft, including F84 Thunderjets

FRANCE

General

Population: 45,071,000
Total Armed Forces: 1,026,000
Defense budget: $3½ billion

Army

Total strength: 812,000 (mostly in Algeria)
2 divisions currently at disposal of NATO

Navy

Total strength: 68,000
3 aircraft carriers; 1 battleship; 4 cruisers; 77 support ships; 19 submarines; 160 other craft

Air Force

Total strength: 146,000
There are some *Mystere* 4 and F86 squadrons in Germany; 380 fighter and attack aircraft in metropolitan France

PAKISTAN

General

Population: 81,000,000
Total armed forces: 103,250

Army

Total strength: 81,000

Navy

Total strength: 7,250
1 cruiser; 6 destroyers; 6 frigates

Air Force

Total strength: 15,000

NEW ZEALAND

General

Population: 2,370,000
Total armed forces: 14,740
Defense budget: $85 million

Army

Total strength: 5,340
1 brigade (includes 1 battalion in Malaya)

Navy

Total strength: 2,900
1 cruiser; 3 frigates, 15 small ships

Air Force

Total strength: 4,500
6 squadrons

UNITED KINGDOM

General

Population: 52,157,000
Total armed forces: 593,000
Defense budget: $4½ billion

Army

Total strength: 317,000
227,000 stationed in Europe, about 75,000 outside Europe. Breakdown by infantry battalion: Europe 20, Middle East and Africa 13, Far East 5, Caribbean 1¼. 7 brigades are committed to NATO in Germany, 3 brigades are divided between Kenya, Aden, Cyprus, Libya, and 3 brigades in the United Kingdom

Navy

Total strength: 102,000
4 aircraft carriers, 1 commando carrier [*Commando Carrier,* See GAZETTE: Nov '60]; 5 cruisers; 54 destroyers; 31 submarines (one atomic submarine launched in 1960); 1 guided missile destroyer (3 more to be built); Carriers are receiving Scimitar fighter bombers and Sea Vixen, former will be equipped with Sidewinder missile

Air Force

Total strength: 174,000
Bomber command: has Vulcan, Victor, and Valiant bombers capable of carrying nuclear weapons. Compare favorably with US and Soviet bombers, can be refueled in flight

Fighter Command: has Javelin all-weather fighters carrying Firestreak missile, supersonic P1 fighter carrying Bloodhound missile now coming into service

Transport command: can provide airlift for about 1 brigade with jet Comets and turbo-prop Britannias

Tactical aircraft: twin jet Canberra bombers, newer ones capable of 580mph at 40,000 feet, and the Hunter fighter, speed 700mph are basic aircraft of RAF tactical airpower overseas

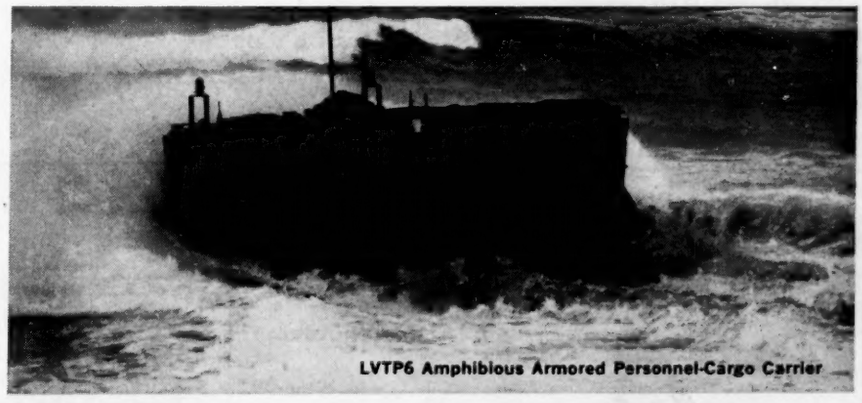
UNITED STATES

Complete breakdown on US forces as reported by The Institute for Strategic Studies will be published later as part of Alliances of the Free World—NATO.

Quote of the Month

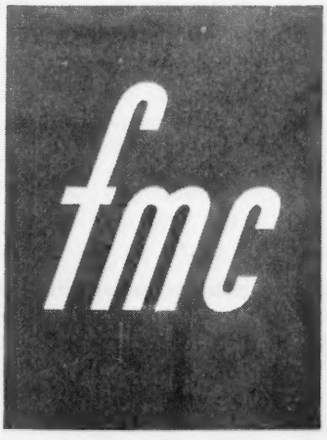
"Airlift and sealift are not competitive systems. They complement each other and both are essential for balance in the military structure. The program to speed-up transport aircraft procurement seems to be well underway. Let us hope that construction of Amphibious Assault Ships (LPH's) and Amphibious Transports, Dock (LPD's) receives the attention due this vital program."

George Bullen
National Chairman
Marine Corps Affairs Committee
Navy League of the United States



LVTP6 Amphibious Armored Personnel-Cargo Carrier

PARTNERS IN PROGRESS...



In more than 20 years of close association with The Corps, FMC has designed and built a broad range of military vehicles, engineered for maximum mobility and armored protection; using standardized components to cut R&D costs and ease logistics problems in the field. Today, as in years past, FMC is constantly working to provide better, more efficient equipment at minimum cost.

Putting Ideas to Work

FOOD MACHINERY AND CHEMICAL CORPORATION
Ordnance Division
1105 COLEMAN AVENUE, SAN JOSE, CALIF.

PROFESSIONAL SCRAPBOOK

A Better Way

To Mechanize LMG

By SgtMaj H. C. Manion

LIGHT MACHINE GUNS, ¼T 4x4 vehicles and no way to join the two together? Here is one way that works and still doesn't alter or permanently affix anything to the vehicle. Material:

- 2 pieces of 5-plywood (cut to fit the inside rear deck of the ¼T 4x4).
- 1 piece of steel plate, ½ inch thick and 1 foot square. Holes are cut in each corner of the plate for bolts to pass through.
- 1 piece of 2-inch steel pipe, 8 inches long. (This pipe is welded to the steel plate).
- 1 piece of 1⅝-inch steel pipe, 42 inches long. (This pipe slides into the 8-inch piece).
- 4 quarter-inch bolts, 2 inches long w/nuts.
- 1 salvaged HMG cradle. (With a small shim cradle pintle will fit snug in the top opening of the 42-inch piece of pipe.)

Cut a hole 4 inches from the forward edge of one piece of 5-plywood, large enough for the 8-inch piece of pipe to pass through. Cut holes in both pieces of plywood for the bolts to go through (from the bottom up). The steel plate, with 8-inch piece of pipe attached, is sandwiched between the two pieces of plywood and bolted down. These are pushed down to fit tightly, on the top of the rear deck of the ¼T 4x4. Insert the 42-inch piece of pipe in the 8-inch pipe. Fit the cradle pintle in the top of the 42-inch pipe, attach the light machine gun and you are in business.

An added attraction, which isn't necessary, is to include a traveling lock bar, so the gun doesn't swing free.

With a gunner, ammunition and personal gear on top of the wood, the whole set up is kept in place during any movement of the vehicle. Best of all, mobile fire power is realized.

1st Recon Bn
1stMarDiv
CamPen

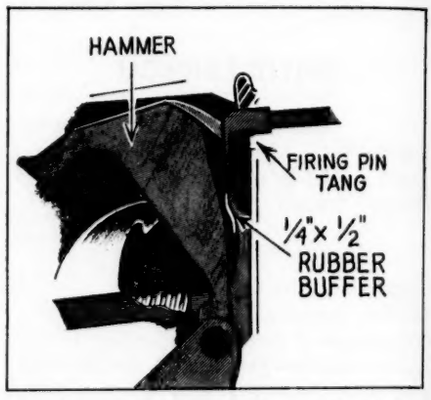
A Better Way

To Save FPs

By GySgt A. W. Szuch

A METHOD TO SAVE THE FIRING PIN of the M-1 Rifle from breaking has been found. While "snapping-in," you will find this idea highly successful.

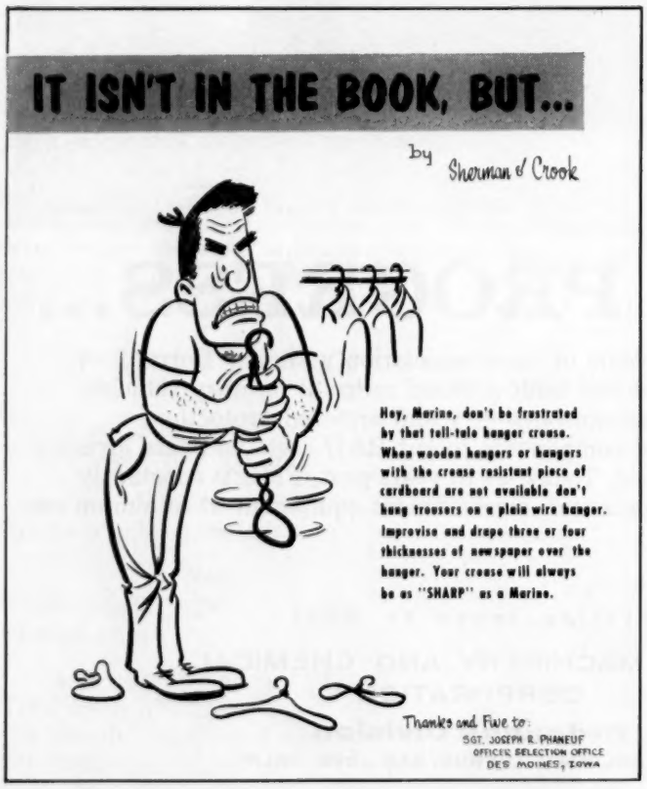
Simply obtain a ½"x¼" piece of scrap innertube. Place the rubber in the forward wall of trigger housing group where hammer strikes. The small piece of scrap rubber will act as a buffer, absorb impact of the sharp strike of the hammer against firing pin tang.



Result: smaller possibility of breaking that firing pin.

See above figure for location of rubber. Be sure to remove the buffer prior to live firing.

WTBn, Range Co.,
MCRDep, San Digeo


IT ISN'T IN THE BOOK, BUT...
by Sherman & Crook
Hey, Marine, don't be frustrated by that tell-tale hanger crease. When wooden hangers or hangers with the crease resistant piece of cardboard are not available don't hang trousers on a plain wire hanger. Improvise and drape three or four thicknesses of newspaper over the hanger. Your crease will always be as "SHARP" as a Marine.
Thanks and Five to:
SGT. JOSEPH R. PHANEUF
OFFICER SELECTION OFFICE
DES MOINES, IOWA

New Books

LONE STAR MARINE. By Col R. *Willock. ($4.00)*

The biography of a professional Marine who wore two hats. For 27 years Col John W. Thomason, Jr., through his stories and drawings, recorded historical facets of the Corps. His military career, and that of author/illustrator, spanned such battles as Bealleau Wood, and Soissons—Cuba, China, and Nicaragua between wars.

COMBAT INTELLIGENCE IN MODERN WARFARE. By LtCol I. Heymont. *(The Stackpole Co., $6.00)*

Here is a clear and comprehensive picture of modern combat intelligence. It has sufficient detail to guide Marines at all levels—from squad and platoon leader to division and higher echelon.

SEAPOWER IN THE NUCLEAR AGE. By A. E. Sokol. *(Public Affairs Press, Washington D. C., $6.00)*

Assuming that war is a definite possibility in international relations, the author tries to make a realistic contribution by investigating a major aspect of national power and military force—seapower. Dr. Sokol feels that seapower, far from being an outdated concept, remains one of the integral parts of our power structure.

Guerrilla Warfare References

SINCE THE ADVENT OF THE NEW ADministration both the public and the military press have been focusing attention upon the subject of guerrilla warfare. It is a result of the growing recognition that guerrillas, irregulars, partisans or revolutionaries are a primary military means of limited violence utilized by the forces of Communism to achieve their aims in the uncommitted or unstable nations.

Guerrilla or irregular warfare has several facets the military man should be aware of. There is the use of guerrillas in support of our operations or aims. (Most current U. S. military doctrine is concerned with this aspect). There is the problem of security against enemy guerrillas during the conduct of our operations against regular enemy forces. Then there are operations directed primarily against enemy guerrilla type forces by our regular formations. Finally there are so-called "anti-guerrilla guerrilla operations."

Present troop training schedules call for sessions devoted to "Guerrilla Warfare" or defense against guerrillas, but the fact remains that we have developed no great body of official literature on the subject. Nor is the experience of the few Marines who have been involved in guerrilla operations of the past either well collated or readily available.

There has, however, been considerable valuable and interesting material on the subject for information and guidance of the military student. The below list is a bibliography for the aid of Marine readers interested in the subject of guerrilla warfare:

Training Publications

"Guerrilla and Anti-Guerrilla Operations," TIP (J)2, MCEC, MCS, Quantico, Va, (1960).

FM 31-15 "Operations Against Airborne Attack, Guerrilla Action and Infiltration," DA, Wash, D. C. (1953).

FM 31-21 "Guerrilla Warfare and Special Forces Operations," DA, Wash, D. C. (1958).

Magazine Articles

"Guerrilla War in Greece—1946-49," LtCol E. R. Wainhouse, USA, *Military Review*, Jan 1957.

"Guerrilla Warfare," LtCol A. Balcose, Greek Army, *Military Review*, Mar 1958.

"Mao Tse-Tung as a Guerrilla, a Second Look," W. D. Jacobs *Military Review*, Feb 1958.

"The Neglected Deterrent" Col R. W. Van De Velde, USA (Ret) *Military Review* Aug 1958.

"Theory of Guerrilla Warfare," E. F. Downey, Jr., *Military Review*, May 1959.

"Unconventional Forces—The Commander's Untapped Resources," LtCol F. A. Gleason, Jr., USA, *Military Review*, Oct 1959.

"Objectives and Methods of Communist Guerrilla Warfare," LtCol G. B. Jordan, USA, *Military Review*, Jan 1960.

"Guerrilla Warfare in the Ukraine," E. M. Codo, *Military Review*, Nov 1960.

"Ambush," LtCol R. C. H. Miers, British Army, *Army*, Feb 1959.

"The Bloody Lessons of Indochina," Maj L. McF Prosser, *Combat Forces Journal*, Jun 1955.

"Algerian War," Col V. J. Croizat, GAZETTE, Dec 1957.

"Guerrilla Warfare," LtCol M. Geneste, French Army, *Infantry*, USAIS, Dec 1960.

"When We Fight A Small War," BrigGen D. W. Gray, USA, *Army*, Jul 1960.

"Riot in Singapore," Brig R. C. Mier, British Army, *Army*, Jul 1960.

"Partisan Tactics—Algerian Style," Peter Braistrup, *Army*, Aug 1960.

"American Military Policy and Communist Unorthodox Warfare," Dr. J. D. Atkinson, GAZETTE, Jan 1958.

"Jungle Patrols," Maj. B. F. Meyers, GAZETTE, Oct 1960.

"La Guerra de Guerrillas," Che Guevera , Cuban, *Army*, Mar 1961.

Books

"Seven Pillars of Wisdom," T. E. Lawrence, Garden City Publishing Co., N. Y. (1935).

"The Jungle is Neutral," F. S. Chapman, D. S. O., W. W. Norton and Co., Inc, N. Y. (1949).

"Singulars, Partisans and Guerrillas," I. P. Blacher, Simon and Shuster, (1954).

"Communists Guerrilla Warfare," C. A. Dixon, Prager Co, N. Y. (1954).

"The Edge of War," J. D. Atkinson, Henry Regnery Co, Chicago (1960).

Ed: Add "Guerrilla Warfare in China," BGen S. B. Griffith, Gazette, Jun-Sep 1941 (Two Parts); "The Anti-Bandit War," Col J. C. Murray, Gazette, Jan-May 1954 (Five Parts). For future reference, two articles on the subject in next month's Gazette: "Sticks, Stones and Atoms," James Burnham; "Cuban Guerrilla Warfare," Maj H. C. Peterson, USMCR.

A Better Way

To Light Sight Lamps

Submitted by Cpl Bob Wright

AVIATION ORDNANCE TECHNICAL SGT Joe Guerra has devised a better way to illuminate the armament system sight complex of the A4D "Skyhawk" attack aircraft.

As a member of Cherry Point-based Marine Fighter Squadron (VMA)-533 Guerra became acutely aware of a seemingly ridiculous situation: ordnance technicans were required to use a multi-ton, $15,000 mobile generator to illuminate the six-volt sight lamp in order to align the sight.

The process was costly, time-consuming, and required the attention of two men. In addition, mobile generators are always in demand and seldom immediately available.

Guerra's better way consists of using an inexpensive, one-pound, six-volt battery pack with lamp attached. It eliminates the necessity of activating the aircraft's internal power system by providing six-volts of current generated by flashlight batteries.

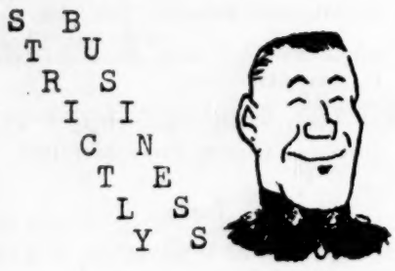
The pack is constructed by soldering one end of a four-foot length of hook-up wire to a six-volt lamp (obtainable at any aviation supply house) and the other end to a packet containing four flashlight batteries mounted in series.

To make a sight adjustment check, a technician dismounts the aircraft's organic sight lamp (located behind the instrument panel) and replaces it with the battery pack lamp. A flick of a switch activates the batteries and you're in business.

MCAS,
Cherry Point, N. C.

ADMINISTRATIVE TIME

Being a few words by the editors about the magazine you write



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1—The postoffice can NOT forward magazines unless you do, or else agree to pay forwarding postage.

2—Even so, postoffice can NOT forward to FPO or APO addresses; we must have new address.

3—Problem: Postoffice can NOT forward to an incomplete unit address. (Tell us to hold or to send to relatives.)

4—The postoffice DESTROYS Gazettes it can't forward; sends us the label. But there may be a delay. You can lose two or three Gazettes before the PO tells us.

Here's hoping your new duty station is the best yet. And that you get good quarters. Just tell us where they are so we can send a Gazette for your coffee table.

Faithfully,

Mike McCorps

WORDS & PICTURES

• In this issue . . .

. . . We welcome back Author Robert Asprey, who wrote the rousing "Court-Martial of Smedley Butler." He's back with another court-martial, that of the fabulous Waller of Samar. So much for yesterday. For today, we recommend "Why Marine Inflight Refueling?" and "Single Engine TransPac," LtCol Jack Bolt's twin articles on pages 24 and 28. And for a look at tomorrow, see "Space Age Conquest."

• On the cover . . .

. . . We return to the talented brush of Bob DeVeau, who renders the aviation equivalent of our February cover.

• In person . . .

. . . Belatedly we bid god-speed to BGen W. R. Collins, who made the "New Look" of your Gazette possible. He ventured a $10,000 loss, betting that you'd respond. You did, and thanks. As the new Editor in Chief and Secretary-Treasurer, we welcome BGen J. C. Miller, Jr. We have a new Assistant Business Manager, too—GySgt A. E. Barton. Already he's done a lot to give you better service.

WRITER'S CORNER

Fantastic, that's what it is.

We're swamped with what we think are top-notch articles. On hand are enough to take us well into 1962. But we're happy about it. And writers (all of you) should not be discouraged. Here's how it works:

As you read this magazine, the June issue has to be nearly ready to print. The main articles for July will have been set in type, ready for illustration. And the articles for the August issue are now being edited in detail. Unless something drastic happens, we know exactly what will be the main items in your September and October Gazettes. We have to.

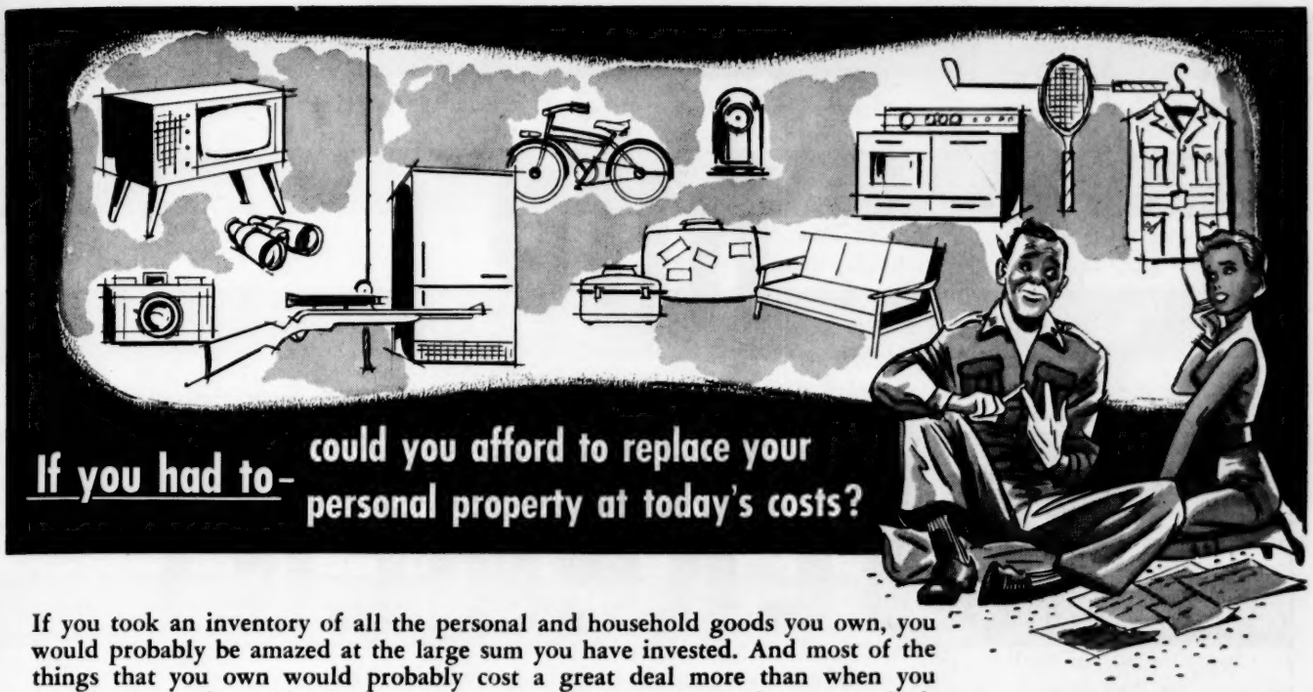
Actually most magazines work a good four-six months ahead. Many, a full year. We're accepting good material for possible use a year or more ahead. But we can't give it final approval yet (or pay for it.) That would block out an article which might be better or more timely.

So if you send in an article today (please do), we'll screen it. If it passes muster, we "slate" it for a future issue and give you an estimate of when it will come up for final approval. Like orders, the slate may change.

• Writer's Incentive Awards for January, February

$100 monthly prize and eligible for annual $500 prize: Jan—Battalion Air Mount Out by Maj B. F. Meyers; Feb—Atoms Are No Answer by Capt J. K. McDonald.

Nominated for annual $100 prize: Jan—Fit to Fight by Maj S. L. Eddy, Jr., and Pass the Word by Capt G. E. Spring (tie, both eligible); Feb— Organic Artillery for the Infantry by Maj A. C. Smith.



If you had to— could you afford to replace your personal property at today's costs?

If you took an inventory of all the personal and household goods you own, you would probably be amazed at the large sum you have invested. And most of the things that you own would probably cost a great deal more than when you bought them. Since this property represents so great a share of your worth, it deserves to be adequately protected from damage and loss.

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President

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Signature _____

Please check military status for either column ▶ ☐ Active — Regular ☐ Retired — Regular ☐ Retired — Reserve† ☐ Extended active duty ☐ Widow of eligible officer
☐ Inactive but retaining commission†

†Membership in USAA must have been established while on extended active duty.

OUR GOVERNMENT

By Maj C. F. Runyan

CRITICISM OF THE UNITED STATES IS A POPULAR AND sometimes profitable business and has been for a long time. Tocqueville's dispassionate and uncomplimentary analysis of American society, *Democracy in America,* appeared in 1836. Upton Sinclair's socialistic novel, *The Jungle,* came out in 1906. In the writings of these and other "muckrakers," as Teddy Roosevelt chose to call them, this country has drawn its share of brickbats from both foreign and domestic critics.

In the last few years critical articles and books have come in a torrent, each with its particular or general condemnation of some aspect of American life and government. A few of the more recent were *Eisenhower: Captive Hero* (1958); *USA—Second Class Power?* (1958), *The Ugly American* (1958); *The Affluent Society* (1958); *The House of Intellect* (1959); *America The Vincible* (1959). There is no sign yet that the stream is running dry.

Criticism of American education has come from such unexpected and varied sources as VAdm Hyman G. Rickover and Senator J. William Fulbright, Chairman of the Senate Foreign Relations Committee. Indictment of our military policy has been the particular forte of retired army leaders. LtGen Albert C. Wedemeyer, Gen Matthew B. Ridgeway, LtGen James Gavin, and Gen Maxwell Taylor all have written books critical of US policies. Religious leaders, editorial writers, and professional pundits have censured American society for its crass materialism—the American people for their blind devotion to the cult of comfort.

Most of the criticism has been constructive and well-developed. A small fraction has been destructive and overstated to serve the critic's own ends. But all of it, even the offerings of the self-serving sycophants, should be accepted as an important part of our American way of life. Mostly, the critics are professionals who have expert knowledge of problem areas. Others are talented individuals who have thought long and hard about the troubles facing this country and ways and means to solve them. Whether we agree with them or not, we should pay close attention to their ideas. And we should recognize, as we do so, that these critics are exercising the most priceless gift any government can offer—freedom of thought and freedom of speech.

Unfortunately, the growing body of criticism may have a cumulatively detrimental effect on our nation's strength, simply through lack of opposition. Free debate is desirable, but a debate needs two opposing views with advocates for each side. Otherwise, the constant critical bombardment aimed at our government can hardly fail to prejudice the minds of the passive majority. More sympathetic viewpoints need to be aired occasionally to place the advantages and disadvantages of our system of government in proper perspective.

One danger that should be apparent to military leaders, if less so to civilians, is the subtle change in the

attitude of American fighting men since WWII. Americans, like all men, will fight and die well if they believe their sacrifices are worthwhile. If they don't know the fundamental principles for which they are fighting; if they have never been told; or if they've heard more condemnation than praise of their government, which is based upon those principles, it becomes easier to understand why some of the starch has oozed out of the American fighting man.

Korea Showed the Weakness

This problem raised its particularly ugly head during the Korean War when American POW's, by the hundreds, fell prey to Communist indoctrination. These POW's, who publicly denounced the US in broadcasts and widely distributed documents, were subjected to exhaustive studies by the Army following their repatriation. These studies showed that the individual most susceptible to the Communist line was the young enlisted man with a higher than average intelligence and a lower than average education. To a degree this might have been expected. The real shocker, however, lay in the wholesale numbers involved and the fact that some officers, some long-term enlisted men, and many individuals with college educations succumbed. It has so far been impossible to determine exactly why we lost so many Americans to the subversive tactics of the enemy. But surely the failure of the individual to understand and appreciate the basic precepts upon which this country was founded must have played a part.

So again we come to the proposition that this failure of many Americans to be Americans to their core—to love and respect their country enough to be willing to fight and suffer for it—can be at least partially attributed to the hypercriticality of US institutions that has found such favor with the American public. An American serviceman who leaves the shores of this country with a cynical, half-contemptuous attitude towards his native land has very little patriotism in reserve to sustain him if he is captured and bombarded with anti-American propaganda lectures. Half the Communists' work has already been done for them—unfortunately, by well-meaning, sincere Americans.

To be realistic it must be admitted that only a small percentage of our young people actually read the condemnatory literature we have been discussing. Nevertheless, the same information will reach them through the natural flow of ideas from the top down. A concept formed in the mind of an intellectual will be written, printed, circulated, discussed, and argued until all elements of our society are aware of the basic thought. So the young serviceman can scarcely help being affected when the atmosphere of the country is pervaded by these ideas, well-meant though they may be. And our young American, his mind confused and his loyalties adrift, will look in vain for popular, vocal support in rebuttal.

Why, we may ask, are there no defenders of democracy? Is it because there is no profit in it? Are the arguments of the critics unanswerable? Is it because our government has no case?

To provide a basis for judgment on these questions it might be well to look into a current theme that has enjoyed great popularity here and abroad, particularly since Sputnik split the skies in October 1957.

The substance of this theme lies in the hypothesis that the American system of government, like all democracies, is inherently weak. It has been said that the Executive and Legislative branches of our government are too hag-ridden by politics, too mutually restraining, to set fixed national goals and to create the discipline needed to attain these goals. Unpopular decisions are political suicide, even when the well-being of the nation is at stake. An increase in taxes, for instance, is tantamount to walking the plank for the political party responsible. Each piece of legislation, no matter how innocuous on its face, finds its foes in the ranks of Congress. Its passage is obstructed until endless argument and negotiation bring about defeat or an eventual compromise. And, of course, in those rare instances where both political parties, both Houses of Congress, and the President find themselves in agreement, the judicial branch of the government will, as likely as not, declare the legislation unconstitutional. In the highly competitive world of today, the critics ask, how can we afford to run a government along such creaky and antiquated lines?

It's Democracy in Action

Creaky and antiquated, they say? Creaky it might be called because it grinds very slow. But even the opposition must admit that it grinds very fine. Our Constitution was designed to ". . . form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty . . ." It is hardly reasonable, therefore, to expect legislation to be whipped out at assembly-line speed without giving the representatives of all the people a chance to express themselves.

Antiquated? In years alone and compared to other governments—perhaps. But only because our system has withstood the assaults of time and crises far better than governments with more centralization of power and less representation for the people. We think of the US in relative terms as a young nation. Yet our government, in its present form, is one of the oldest, if not the oldest, in the world. It didn't just grow, like Topsy.

A debate should have two sides. There have been too many critics, not enough defenders of our government. Muckrackers may be destroying the very system that allows them to criticize

Corporal Edward Dickenson (center), first turn-coat Communist POW to return to US control. Young Americans, minds confused, loyalties adrift, are hard put to answer the critics

It was put together lovingly and with infinite care by a group of great American minds working together; admittedly not always in harmony, but with a single goal —freedom from oppression.

We should not think of the Founding Fathers as novices in the field of government. As practicing politicians they had a depth of knowledge, an erudition in the field of political theory rare in government circles today. They studied, thought, and worked hard. The practice of government was never far from the minds of men of intellect when America was young.

Jefferson, Adams, Franklin, Madison and the rest of our early leaders knew pretty well what they wanted in their government. They knew especially well what they didn't want: an autocratic, powerful, federal authority. Had it been their intention to give themselves and later generations of Americans such a federal government they would undoubtedly have done so. They didn't because they had experienced autocratic government in colonial America and had watched it in Europe. Its excesses and coercions weren't for them.

In the latter part of the 18th century the big political question was not communism versus democracy. It was a question of monarchy versus democracy—or republicanism as it was then more commonly called. The issue, however, was the same and remains the same today: who shall have the power?

The Individual and the State

In those early days the question centered around the rights of the individual as opposed to the rights of the state (or the king). In Europe, particularly, it was pretty much taken for granted that the rights of the individual came in a bad second. There was little chance of escape from this hopeless underdog position for the common man. He had no representative government to which he could take his troubles and air his grievances. When the situation became intolerable, as it often did, the only recourse was revolution—and Europe had scores of them. But except for isolated instances these uprisings accomplished little except to bring more repressive measures down on the heads of the people. The rise of standing armies made it virtually impossible for the people to overthrow a government with which they were dissatisfied.

This was the big, frightening thing that the Founding Fathers wanted to escape: oppressive, centralized authority that did not respond to the will of the people. When 33-year-old Thomas Jefferson sat down to draft the Declaration of Independence, he was careful to list the wrongs suffered by the American colonists at the

Maj Runyan, recently graduated from the University of Maryland under the college degree program, is now the Marine Officer Instructor at Miami University, Oxford, Ohio. He was seagoing aboard ESSEX in '52, with the 3d Marines in Japan in '54 and with the 1st Marines in Korea in '55. From '55 to '58 he was Head, Officer Planning Unit, HQMC and attended Junior School in '60 after graduation from Maryland U. A keen student of history he wrote "Captain McLane Tilton" for the Feb '58 GAZETTE.

hands of George III. He did this so the world would know why Americans were ready to fight to ". . . dissolve the political bands which [had] connected them . . ." with England.

The fact that the oppressions of George III and his government were not as bad as the signers of the Declaration would have the world believe has little to do with the issue. Even had George III been the wisest and most gracious monarch who ever lived—and he was far from that—there was nothing to prevent his successors from ruling with cruelty and disregard for the rights of the people. As Thomas Paine wrote in *Common Sense*, ". . . a thirst for absolute power is the natural disease of monarchy."

True Then and True Now

What was true in 1776 is equally true today. A government without legal restrictions will not abide any restrictions. It doesn't matter whether a government is a monarchy or whether it is a modern dictatorship ruling under the guise of a "people's government." If the people have no hand in choosing the government, in saying how long it will be in power, and in passing upon the legality and the propriety of its actions, they place themselves and their heirs at the arbitrary mercy of the rulers.

John Adams, the second US President, stated bluntly that ". . . power is always abused when unlimited and unbalanced . . . simple unchecked government is always despotic, whether it be government by a monarch, by aristocrats, or by the mass of people. All are equally intolerant, cruel, bloody, oppressive, tyrannical. The nation which will not adopt an equilibrium of power must adopt a despotism. There is no other alternative."

The equilibrium provided by the Constitution of 1787 was a singular achievement. It not only provided for checks and balances between the three branches of the federal government, but it provided a governmental system in which certain powers were divided between the federal authority and the state governments. This latter issue of state sovereignty has since been a thorn in the side of state assemblages and federal courts. A perfect solution to the problem is yet to be realized, even today. This was a delicate operation attempted by the constitutional drafters. That their efforts met with even limited success has been no mean achievement.

The balance of power between the Executive (President), the Legislative (Congress) and the Judiciary (federal court system) was the cornerstone upon which our Constitution was constructed. The President is Commander-in-Chief of the Armed Forces. His employment of these forces, however, is subject to practical limitations imposed by Congressional control of revenues. The President is responsible for the conduct of our foreign relations and, subject to ratification by the Senate, has the power to make treaties. He has limited power to veto legislation passed by Congress.

The Congress exercises the total right to enact federal legislation. It has some control over the actions and conduct of the President through its power to ratify treaties, through its control of revenues, and by the power to impeach the President for crimes against the US.

The judicial power of the government is vested in the Supreme Court and the federal court system. Control of the judiciary is internal to that branch and completely outside the authority of both the Legislative and Executive branches. The judgment of the federal courts on the constitutionality of any action by the President or the Congress cannot be swayed by Executive or Legislative fiat. This is a major difference between our government and totalitarian governments. The latter inevitably subordinate the judiciary functions to the executive; indeed, this is the only way dictatorships can function. Once the ruler can order that his actions be declared legal, he is approaching absolute power. And as Baron Acton wrote: "Power tends to corrupt and absolute power corrupts absolutely."

Best Government Ever Conceived

In spite of the representative form of government provided for and the check and balance system built into the Constitution, the ancient fear remained that any form of government might eventually become oppressive unless specific safeguards were included. To guard against this, the first ten amendments—the Bill of Rights—were added to the Constitution. Probably the more significant of these (the ones which most clearly indicate the type of society our forefathers envisioned), were the First, Fifth, Sixth, and Seventh Amendments. The First prohibited Congress from abridging freedom of religion, speech, and press, and the rights of assembly and petition. The Fifth declared, in part, that no person could be "deprived of life, liberty, or property without due process of law." The Sixth and Seventh Amendments guaranteed trial by jury.

In brief, this is the government which the wise men of America devised nearly two centuries ago to protect their rights and the rights of their heirs from the age-old tyrannies of the rulers over the ruled. It is the best government, in practice, that the mind of man has ever conceived and put into execution. It is also one of the most complex and demanding on its officials.

Yet our government's complexities exist for just one purpose: to safeguard the rights and liberties of the American people. It is not a perfect government. For this we would need perfect men. But of all governments ours provides the greatest latitude for the potentialities of individuals to reach fruition. Its danger is that it also permits the greatest abuse of liberty through the weaknesses and follies of those who live under it. Whether our country remains strong or becomes weak is up to us.

USMC

★ ★ ★ ★

Hard Labor

MY WIFE, a Boot at the time, innocently asked the doctor who was delivering her baby, "Is this strictly a military hospital or do they allow Army and Navy personnel in here too?

$15.00 to Lt R. A. Hawkey

WHY MARINE INFLIGHT REFUELING?

By LtCol John F. Bolt

CARRIERS ARE A POOR MEANS FOR DEPLOYING MARINE squadrons. They are seldom available when needed. A more logical means of moving aircraft from one point to another is to fly them. Unfortunately our fighter and attack aircraft do not have sufficient basic range to fly across the Pacific. They can make it, however, if they increase their basic range with inflight refueling.

During the Quemoy crisis of 1958, the 1st Marine Brigade flew two squadrons of FJ-4Bs from Hawaii to Japan. The 2dMAW has flown an A4D flight across the Atlantic. The 1st Marine Brigade flew 12 FJ-4B aircraft from Hawaii to California. All these flights used inflight refuelers. Inflight refuelers are a must if aviation units are to fly across oceans.

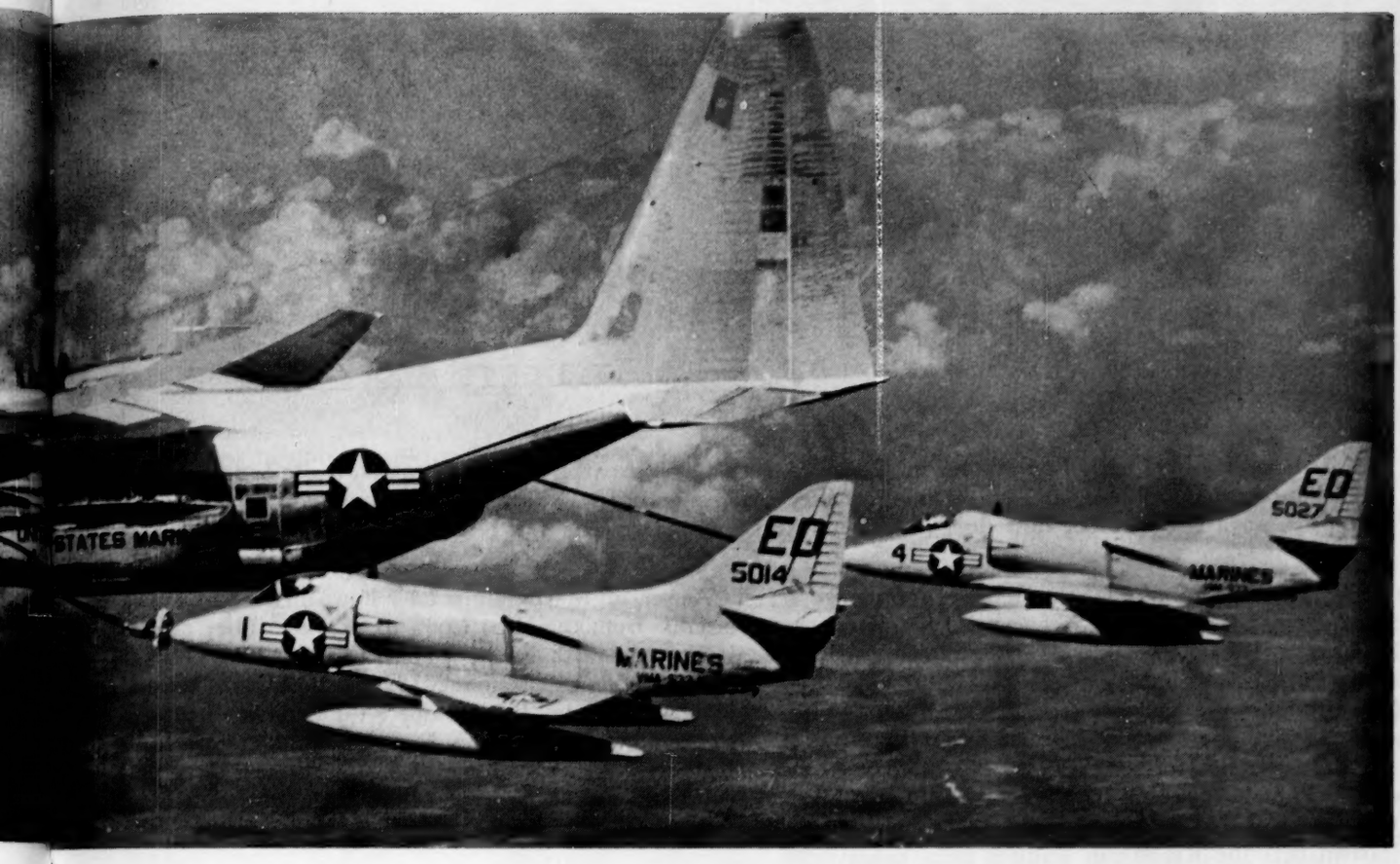
Attack carriers sailing from California to Japan conduct intensive air group training enroute. With its own air group on board, a ship normally cannot afford to have a single unnecessary aircraft clog its topside or inner bowels. The aircraft movement from out of the arresting gear down through the ship's turn around process and back up to the catapult requires all the space on and in the ship. There is no room on board for a hitch-hiking airframe.

The Marine Corps, with wing-sized commitments in Japan, must keep aircraft moving to and from the Far East. Wing squadrons rotate under a unit replacement system. The aircraft must be returned to the overhaul shops every 18 months when their service tour ends. In addition to this flow of aircraft from the continental US to the Far East and back, the attack units of Marine Air Group 13 in Hawaii add to the traffic.

An essential part of the attack training for these units is low level, overland navigation. This type of navigation, which puts the aircraft below the minimum effective altitude of air defense radar, is a radical departure from normal jet navigation at best cruising altitude. Unfortunately for MAG-13, attack pilots can't be trained in low level, overland navigation in the pineapple paradise of Hawaii. There isn't enough land mass. To accomplish their training missions, these squadrons must deploy to the West Coast or Japan once during each training cycle. At present, the primary means by which the Fleet Marine Force moves aircraft across the Pacific is by Military Sea Transport Service transport carriers. A later look at this type of transport will show that it is costly and slow.

Why Inflight Refueling?

Inflight refueling (IR) extends range. It was designed to increase the combat radius of jet special weapons delivery aircraft. Under average circumstances, with one outbound IR hookup, it can increase the combat radius by 60%. Such an increase will bring much more target area under coverage for an attack mission. This enables the strike carriers or advanced bases to provide wider and more effective counter air. With it, Navy light attack aircraft can almost match the range of A3D heavy attack bombers. With IR, attack carriers can remain farther at sea by the same 60% figure and are therefore considerably harder to find. With IR we



can deploy Marine squadrons that formerly were land locked.

Inflight refueling achieves results not attainable by the addition of more fuel before take-off. Receipt of fuel by IR offers the bonus of getting fuel part way to the target and at cruising altitude. The heavy price for taking the fuel to altitude is paid by the tanker aircraft. Kinetic and potential energy is given the receiver aircraft as part and parcel of the fuel received at high speed and altitude. The air density—and therefore drag—at 32,000 feet is 25% that of air at sea level. This price for hauling the fuel through the lower dense air is cost-free to the receiver.

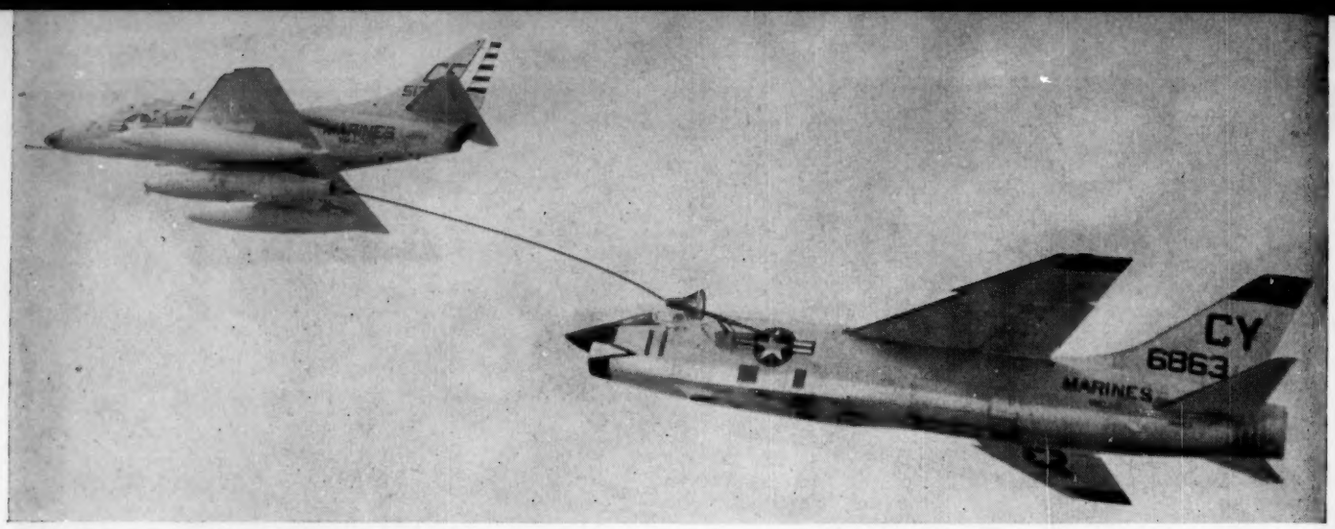
The Good and Bad of Buddy Tankers

The FJ-4B Buddy Tanker kit is composed principally of two large external stores that can be fitted on any model of this aircraft. These external stores contain the drogue, which is the probe receptacle—or, as we plumbers say, the female fitting. The external stores also contain fuel, the reel and hose, an air driven fan for power, and the plumbing and controls for transferring fuel.

This is a large, complicated, and heavy burden for aircraft (and, incidentally, for the taxpayer). It will produce, as advertised, with lots of loving care and a little bit of luck. With about two days of maintenance and two test flights, a tanker kit can achieve about 80% reliability.

Actually, there's just one big objection to a light attack Buddy Tanker that is working properly—it doesn't

The best way to move fighter and attack aircraft over long ranges is to fly them. That requires inflight refueling. This article tells how it's done — and why. In a companion piece on Page 28 (Single Engine TransPac) LtCol Bolt renders a personal account of a "Buddy" refueled flight by twelve FJ-4Bs from Hawaii to San Francisco.



This is "Buddy" refueling system in action. Aircraft at left carries external tanks, trails funnel-shaped "drogue" engaged by "probe" of aircraft receiving fuel. The system is costly and complex, says the author, and doesn't extend range enough. The GV-1, he says, is the answer

carry enough fuel far enough. It will provide good range extension for another light attack aircraft of the FJ-4B or A4D category. But with the larger F8U, our newest and best fighter, it won't provide enough fuel for a substantial range increase. To illustrate the point, a motor bike could refuel another motor bike but it wouldn't do much for a Cadillac. A Cadillac or truck, on the other hand, could help quite a few motor bikes. In working with KB-50s and Buddy Tankers, we have learned that the KB-50 can transfer eight times more fuel at twice the Buddy Tanker range.

In late 1960, deliveries started on the first of 36 GV-1 (C-130B) aircraft for the Marine Corps. These aircraft have an IR capacity equaling the KB-50. The GV-1 can refuel flights and even multiple flights for trans-oceanic flights. When the Marine Corps eventually gets one squadron of GV aircraft per wing, the enormous Pacific will be easily crossed by squadrons and groups.

Air Distances and Upper Winds

On an island-hopping flight across the Pacific, the longest leg is from the West Coast to Hawaii. On this flight unfavorable head winds increase the surface mile distance for most of the year. Going from east to west, the prevailing westerly winds above 20,000 feet make the total air miles travelled an average of 300 miles greater than the surface distance to California from Hawaii.

LtCol Bolt, Instructor, Air Section, MCEC, MCS, Quantico, was commissioned via NavCad in July '42. He earned a BS degree in Military Science while attending the Univ of Md. night school from '53-'56. Aside from articles in "NA News," and "Leatherneck," he has authored two previous articles published by the GAZETTE. During WWII he served with VMF-214, Marine Carrier Air Group 7; in Korea with VMF-115, and later as an Air Force Exchange Pilot. His hobbies: skin diving, hunting, fishing.

As yet, no Marine units have flown fighters or attack aircraft from the West Coast to Hawaii. They can do it—but not with Buddy Tankers. The Buddy Tanker can't provide sufficient fuel for this flight with normal winds prevailing. If KB-50 or GV-1 tankers were used, the fight would be easy. Until recently, however, we had no GV-1 tankers and the Air Force had tactical commitments of its own which, with one exception, prevented the Marine Corps from using KB-50 tankers.

Search and Rescue

The many ships and aircraft that daily cross the vast stretches of the Pacific are protected around the clock by a search and rescue system (SAR). The system is so thorough that it gives considerable peace of mind to the single-engine TransPac pilot. To alert the system for a flight, request must be made ten days before usage directly to the local Sea Frontier Commander. He makes the standard arrangements with the Coast Guard, Air Force, or Navy, and alerts them to the TransPac flight schedule. Upon this request, the four-engine or amphibian aircraft of the SAR system position themselves one hour prior to passage of the flight.

SAR aircraft are called "Duckbutts" in official radio call signs. This is apparently in memory of their forebears, all of which had boat hull bottom sides. SAR aircraft provide navigational assistance at preselected points and are in position for a rescue if needed. Ocean Station November is a Coast Guard cutter always located half way between Hawaii and San Francisco. This cutter provides navigational assistance, rescue, destination weather, and reports aircraft positions to the destination control center.

In late 1959, after several fruitless weeks of attempting to obtain the use of KB-50 tankers for the return of 12 FJ-4Bs to Alameda for overhaul, MAG-13 decided the Lord helps those who help themselves.

There were 12 Buddy Tanker kits in the MAG. On the surface it appeared they couldn't do the job. But the ace in the hole was that each Buddy Tanker is bi-sexual and can give or receive fuel. This versatile capability had been used previously in qualifying squadrons aboard a carrier. A Buddy Tanker would remain

Deployment of Marine squadrons by air is not only faster than by ship—it's also cheaper. It cost $750 to fly an FJ-4B from Hawaii to San Francisco, $12,000 to ship an F8U-1 via MSTS

overhead to assist the flight deck in the refueling of qualifying aircraft. If a plane in the carrier pattern reached its low fuel minimum, it could obtain fuel from the Buddy Tanker and return to the carrier pattern. A Buddy Tanker being relieved on station would transfer any extra fuel to its relief.

A couple of quick checks with the REST (range-endurance-speed-time) computer showed that TransPac aircraft could be topped off 350 miles farther out if two tankers instead of one were used for each TransPac aircraft.

Profile Practice Flights

Just to clear up any differences that might exist between fact and theory on fuel consumption, a series of practice profile flights was flown around the Hawaiian Islands. These profile flights confirmed the validity of the theory, right down to the last pound of fuel. They were well worthwhile for other reasons. We learned, for example, that we needed more practice in IR hookups. We also learned that one of the overhauled, third-tour engines had an inexplicable thirst for fuel and wasn't safe for the flight to California. Take-off, rendezvous, and communication techniques improved with practice. We learned that rendezvous problems were best solved by taking off with the absolute minimum distance separating sections on the take-off run. Marine Air Control Squadron-2 established a means for giving airway surveillance and making reports to Honolulu Center traffic control.

Participation in a TransPac flight is described in the companion article, *Single Engine TransPac* (see page 28). The final success of all the flights was largely a tribute to the persistence and hard work of the maintenance crews working on the Buddy Tankers. Although airframes and engines did sometimes fail to operate properly, the large, complicated and cantankerous tanker kit was the big "if" of each flight. There were four days when flights were unable to continue due to tanker malfunctions. Finally all 12 TransPac planes were passed through safely and on time for the overhaul induction dates. Maintenance sections of both attack squadrons were pretty well exhausted by the operation. All hands agreed upon the Buddy Tanker was an awful lot of work for such a small amount of fuel.

Surface Transport of Aircraft Versus TransPac

A few weeks after return of the 12 FJ4-Bs to Alameda Overhaul and Repair, it became necessary to return several F8U-1Es for overhaul. These aircraft required more fuel than the Buddy Tankers could provide so they were returned by Military Sea Transportation Service.

A comparison of the two different methods of moving aircraft is interesting. The FJ-4B flight had cost $750.00 for each aircraft, which included the cost of supporting tankers' fuel. The FJ-4Bs had arrived at Alameda an average of two days before their induction date in the overhaul line. All the practice and the TransPac flight itself counted as syllabus training time and increased squadron readiness.

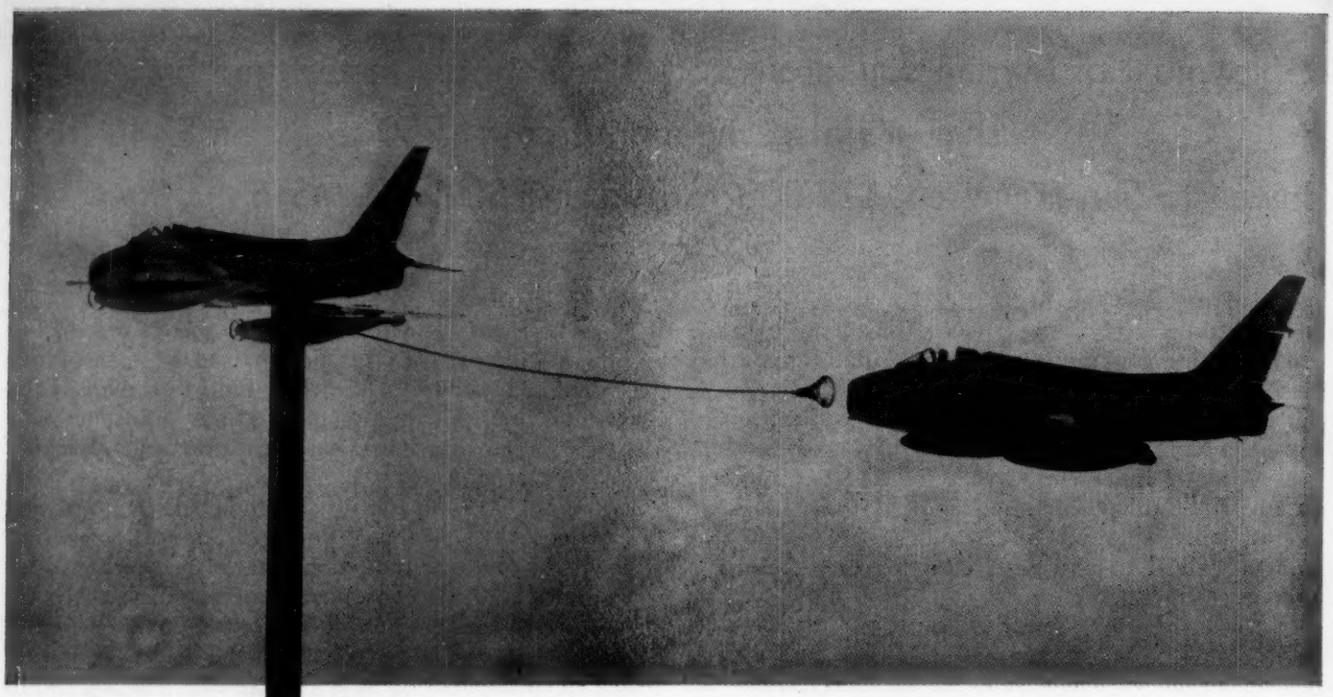
The F8U-1Es, on the other hand, had to be turned into the FASRON (Navy Fleet Air Support Squadron) 39 days before their induction date on the overhaul line. These 39 days were consumed as follows: seven days for trucking and barging to dockside; five days waiting on dockside; seven days in transit on the transport carrier; and an average of 7½ days at Alameda awaiting induction into the O&R Shop.

It's easy to see wasted time in this schedule. We saw it but were unable to change it. Sailing schedules and overhaul lines are inflexible. The charge for transportation by MSTS for each F8U-1E was $12,000. To place a money value on a weapon of war is a difficult task. The best weapon is cheap at any price and second best is a complete waste of money. A first line fighter like the F8U remains the best for only a few years at the outside. Suppose we figure the average jet aircraft remains deployable in the FMF about four years and depreciates to 25% of the unit purchase cost during this time. The 39 days used in shipping the F8U from Hawaii to Alameda caused the aircraft to depreciate many thousands of dollars. Squadron readiness was reduced to below 50% by the absence of the aircraft for an average of 108 days each, of which only 30 days was actually in-shop time. Seventy-eight days on the average were wasted in coming and going from squadron to overhaul line.

The Marine Corps has used its R4Ds for 17 years, its R5Ds for 14 years, and its R4Qs for 10 years. In comparison to this long, useful life for a transport aircraft, the Buddy Tanker kits of the FJ-4Bs will be in the FMF about 48 months. They cost $93,000 per kit. Inflight refueling is a military must, but the Buddy Tanker is an expensive way of doing it.

This has been a story of TransPac flying today. It has also served to explain why we need GV-1 transport tankers. The assault transport capability of these aircraft makes them worth their cost. Their inflight refueling capability makes them a must. USMC

For account of FJ-4B flight from Hawaii to San Francisco, see *Single Engine TransPac*, next page



Single Engine TransPac

By LtCol John F. Bolt

DURING THE BITTER 72° HAWAIIAN WINTER OF 1959-60, 12 FJ-4B aircraft were flown from Hawaii to San Francisco for rework and overhaul. These flights weren't made by simply bending the throttle forward in the right direction. It took a new type of support to make the flights possible. The aviation age of aerial refueling has arrived for the Marine Corps.

This year should see deployment of Marine squadrons from the continental US to the Far East by island hopping trans-Pacific flight. Marine GV-1 aerial refuelers will make this possible. But go back with me to December 1959. Yesterday the Commanding Officer of Marine Air Group-13 led the first Trans-Pacific flight of Marine jets to fly from Hawaii to California. The second TransPac flight is ready to go. Come ride with this flight. You may be flying over this shrinking pond tomorrow.

It's 0650 (Whiskey) in Hawaii. Nine FJ-4Bs are parked off the edge of the service runway. Six aircraft are Buddy Tankers and three are TransPac aircraft. Each plane has a starting unit plugged into it. The pilots are up on the UHF radio net with departure control in the tower.

The flight plan is received from the Honolulu air route traffic control center. The lead pilot repeats the flight plan back verbatim. There is only one change from the flight plan requested: "Report over Shark intersection."

Shark, egad, where is Shark? Two minutes later Shark has been located in the Radio Facility Chart and the command is given, "Start engines." The deep resonance of starting J-65 engines rumbles across the half-light waters of Kaneohe Bay.

Starting is a critical time for the flight. The failure of any plane to start will reduce the spares that may be needed later. Three minutes after the start, all planes have checked in as "up." Tankers Alfa and Bravo lead onto the runway. Tankers Charlie and Delta follow to positions jammed in next to them. Tanker Alfa pilot waves his hand for the full power signal. The roar of the engines deafens the line crews. They cup hands over their ears and open their mouths as the noise buffets them. Oil smoke spews out the two exhaust ports under the belly of each aircraft.

Tanker Bravo pilot gives the thumbs up signal, indicating that he has full power. His engine checks out and he is ready. Tanker Alfa pilots jerks his forefinger forward and down—and the TransPac flight begins.

Tanker pilots Charlie and Delta, meanwhile, have squeezed onto the runway alongside and between the first section. The turn-up and take-off of the first section is ear-splitting for the pilots of this second section.

It was touch and go until after the "Buddy" refueling was completed. Here's a tense description of the MAG-13 FJ-4B flight from Hawaii to San Francisco referred to by LtCol Bolt in the preceding article

The jet exhaust from the first section makes their aircraft vibrate and buck on the landing gear. When the first section is half way down the runway, the second section begins to roll.

The timing on the roll of the second section has to be precise. They must leave room to brake to a stop if a member of the first section has trouble and lowers his arresting hook to pick up the arresting wire and chain. This requires 30 to 40 seconds separation. The short time between sections on the runway amounts to a linear separation of 7,000 feet. As the two separate sections gain velocity to their climb speed, this separation distance will increase to about 18,000 feet. Keeping sight contact will become more difficult. Thus, each section must roll without a moment's delay.

Following the four tankers, TransPac planes No. 1 and No. 2 hurriedly take positions and roll with the same interval. The last two planes off the ground are the spare tanker and the spare TransPac plane. The sixth tanker plane taxis to the ready alert pad and shuts down. This sixth tanker has now become the ground spare and will help recover any planes that might return short on fuel. He can be scrambled (ordered to take-off) by a land wire from the air control squadron to the ready alert pad.

The eight planes that took off are now spaced out over nine miles. Each section has only the section ahead in sight but all are on the same frequency. There is no frequency shift from the start of the engines until the completion of inflight refueling. The radar control squadron is up on the same frequency and is handling all position reports to Honolulu Center's air route traffic control. If a section loses sight contact with the section ahead, the whole loose column could be divided. To prevent this, the errant section leader will turn his radar identifier to a different code. The radar controller will see this immediately and will give a steer to the flight leader's position.

Keeping sight contact is no easy trick on this flight to San Francisco. The morning sun hasn't risen for people on the ground, but here at 10,000 feet it is fully up and blinding. It is highly desirable to close up the flight. This is done when tanker Alfa slightly reduces power and air speed. The rest of the flight continues to bore on at maximum power and best climb speed. When the following sections join up, the flight leader resumes full power and the climb continues to 30,000 feet unabated.

At 30,000 feet 100 miles out, the delicate balance of fuel has been reached—the point when the first section of tankers can give the maximum amount of fuel. TransPac planes No. 1 and No. 2 move in 50 feet behind tankers Alfa and Bravo. The radar controller confirms the Tacan reading of 100 miles distance.

Tankers Alfa and Bravo unreel their drogues. The race of practiced skill against time begins. The TransPac planes have eight minutes in which to receive approximately 300 gallons of fuel. The suspense is tremendous as the TransPac planes attempt to engage the drogue. If the connection is not made in the eight minutes, the flight will be out of range for the return trip of the tankers. Each time a TransPac moves in on the drogue and misses it, the safety margin for the flight diminishes.

This was the flight-line before take-off from Hawaii at 0650. A few hours (and two refuelings) later, the first section of TransPac FJ-4Bs crossed the Golden Gate and touched down at NAS Alameda

Finally, after a miss each, both TransPac aircraft engage the drogue and the fuel transfer begins. This is no place for on-the-job training. The fuel transfer is accomplished short of 150 miles, so the Trans-Pac planes ride the remaining distance engaged with the drogue in order to be full at exactly 150 miles.

The TransPac planes disconnect. At this time—to borrow an expression of confusion from the Australian girls of vintage '43—you "can't tell Arthur from Martha" as tankers Charlie and Delta move in to engage the drogues of Tankers Alfa and Bravo. The refueling of Tankers Charlie and Delta continues to 200 miles.

Today the flight has gone like grease and the airborne TransPac and tanker spares were not needed. Today, events will later prove, is the exception. Ultimately the spare tanker will be required three times out of four. The spare aircraft will have a function. They will position themselves 50 miles within the maximum detection range of the radar. They will wait an hour and then be ready to provide emergency fuel if returning tankers Charlie and Delta should need it.

500 Miles Out And No Credit Card

The Trans-Pac flight is now full of fuel and is composed of four aircraft with tanker Charlie leading. It is continuing to 500 miles maintaining 30,000 feet altitude. The flight could obtain better fuel consumption by climbing to a higher altitude, but the aircraft are less stable higher up and refueling is more difficult. Weighing control instability against fuel economy, 30,000 feet was chosen as the best compromise. One bent probe, a broken canopy, and several battered drogues in the practice flights were the deciding factors against a higher altitude.

The 500-mile point for the second refueling of the TransPac planes must be located more accurately than TransPac aircraft are capable of doing by dead reckoning. To locate the exact spot and to provide standby search and rescue today, MAG-13 has to use its own R4D-6 for a Duckbutt. The R4D has low frequency direction finders (LORAN), and a sextant for navigational aids.

The Trans-Pac flight leader, Tanker Charlie, calls the Duckbutt 100 miles from his position and requests a short count so his UHF homer can locate the Duckbutt. When the flight passes over the Duckbutt, Tankers Charlie and Delta unreel their drogues and the final refueling operation begins.

On this particular day there is a shear level at 30,000 feet between the lower easterly trade winds and the upper prevailing westerlies. The flight enters this rough layer of air just as the drogues are let out. Now the drogues are clawing wildly through a 10-foot arc. Minutes and miles tick by as the perspiring TransPac pilots make repeated attempts to sock the probe into the whipping drogue. A fear begins to arise in all minds that the tankers must turn back with the refueling incompleted.

But with no margin of time to spare, the air smooths out as suddenly as it had become turbulent. The fruitless engagement attempts of the past four minutes have sharpened the skill of both pilots. Two engagements are now made on the first try.

When the fuel counters begin to whirl, all the pilots breathe a sigh of relief. The success of the flight seems assured. Both TransPac planes back out of the drogues when they are full. The tankers wheel around toward home, retracting their drogues as they turn.

The TransPac planes apply full power, climb for cruise altitude. All pilots are busy writing notes on the navigational logs on their knee pads. The TransPac leader relays word through the Duckbutt to Honolulu Center that he has reached his assigned altitude. One hour later the returning tankers have picked up the airborne spares and are calling for landing instructions.

Meanwhile, the TransPac section is homing on the Coast Guard ship "Ocean Station November." She is a reassuring check point 1,000 miles from land. She provides destination weather and relays a position report for the flight to Honolulu and Oakland Control Centers.

Soon after passing Ocean Station November, the external tanks run dry. The flight has a wide safety margin of fuel so the expensive tanks are retained when empty. It is now two and a half hours since take-off and time to experiment, one handed, with the kidney relief bag. Here the greatest mishap of the flight occurs. The plastic bag leaks. Oh well, the plane is going into overhaul.

The most convenient place for the bag is forward of the left rudder pedal. Lunch is a pint of high caloric fruit juice contained in a similar bag. This bag has a plastic tube leading from it and it hangs by a hook. The hook is placed on the Mae West and the tube is run inside the oxygen mask to the mouth.

A Coast Guard Duckbutt 500 miles off San Francisco is overflown. The western air defense zone is entered. Soon after the coastal radars pick up the track of the flight, a visual landfall is made on the Bay area. The flight approaches NAS Alameda with enough fuel to have remained aloft for another hour and a half. The big fat fuel gauge reading on shut down makes both pilots wonder about the unknown welfare of the long range tankers which had given them this over abundancy of fuel.

A Look Back and a Look Ahead

When the throttle is stop-cocked and the cockpit secured, personal baggage is pulled from the ammo cans. That very personal plastic bag forward of the left rudder contains a solid piece of ice which is deep-sixed into San Francisco Bay. Log books and inventories are turned into the Overhaul and Repair Shop. The final gesture is a radio phone call back to the Brigade to pass back information that might assist the next TransPac flight departing Hawaii tomorrow morning. It's a relief to learn the tankers also landed with a safe margin of fuel.

Later in the evening, in the bar of the Marine Memorial Club, a battalion commander tells of his recent arctic exercise. His battalion is on the way home to Camp Pendleton. They have just completed a month of training near the arctic circle. The training, he says, would have ben better if they could have gotten air support. No attack aircraft were available from California. Alaska is no further from Hawaii than California. Alaska next year? Why not? With the GV-1 we can go anywhere. USMC

MOVE BY AIR

By Col James A. Donovan, Jr.

THE DETERRENT STRATEGY OF FORWARD DEPLOYMENT of US naval forces on the sensitive perimeters of the Communist world depends on timely movement to the critical spot. There the balanced fleets, with their Fleet Marine Forces, must be capable of applying the full spectrum of their varied and precise abilities. Whether the situation calls for a show of strength, graduated force, or full weapons employment, modern sea power has to be ready to participate quickly on *any* scale.

The speed of modern communications and air transportation both permits and demands very fast reaction to emergency situations. Under conditions short of war, where the US might commit a limited force as an instrument of national policy, timing is paramount. The sudden appearance on the troubled scene of an impressive military force has psychological connotations and possible effects often out of proportion to the size of the force being employed.

George Fielding Eliot has said of this factor: "Time may well be of great importance both in deterrence and actual intervention. Deterrence will hardly be effective if the enemy can calculate presenting us with a *fait accompli* before we can get to the spot with the type of force needed to thwart his purpose; while the timely arrival of a comparatively small force may be of greater value, morally and physically than the belated arrival of a much larger one."

The purpose of this article is to discuss the need for a capability within the Marine Corps to move ground units by air, on a limited scale, in response to sudden emergencies. Consideration will also be given to procedures for organizing and planning a limited air lift, and to problems related to developing a better Marine Corps air movement capability.

The Marine Corps, by tradition, function, and doctrine, is expected to be able to apply its varied skills to sudden and limited emergencies. *Movement by aircraft to the objective area, if necessary, must be one of the Corps' many capabilities.* Current Marine training doctrine is precise about this function. Air movement of a reinforced Marine battalion may be required on short notice to meet a variety of situations. The battalion may be air lifted to troubled areas to act as a deterrent force, to safeguard American interests, or to reinforce allies. Air transported FMF units may be part of a larger Marine combat unit or task force involved in a strategic deployment by air and sea lift. A battalion may be flown into an objective area as a replacement for elements of a landing force. The Marine infantry battalion, reinforced, must always be prepared for movement by fixed wing air transport. It must maintain a constant air transportable readiness in training and equipment.

Furthermore, our recent Marine division reorganization included the criteria of air transportability. This factor is also affecting development and procurement of new combat equipment.

Discussion here will be limited to non-tactical air movement of a reinforced Marine battalion in an emergency situation calling for immediate deployment of American troops. This situation does *not* include an

The CX-1: More Airlift

US troop and cargo airlift capabilities are on the rise.

Scheduled for delivery to the Air Force in FY '65 is the "Super Hercules" CX-1—a real workhorse.

To be built by Lockheed, the CX-1 will be twice the size of the GV-1 which has just gone into general service in the 3d MAW.

CX-1 will lumber along at a cool 450-500 knots and will range out 3,000 nautical miles with a 60,000 lb load and 5,500 miles carrying 20,000 lbs.

Powered by four Pratt-Whitney JT-3D-B turbofan engines and with a pressurized cabin, it will carry troops at 25,000 ft and above. Loading cargo will be easy through the full-width rear-loading ramp. CX-1 will also have cargo air-dropping capability.

The $1 billion contract covers development and production of 132 of the huge craft. Delivery will start in late '64.

In addition, to fill the gap until delivery of CX-1, the go-ahead to purchase interim high-speed troop and cargo carrying aircraft has been given.

Procurement of the C-130E extended range turboprop craft has been increased from 50 to 99 by reducing the C-130B production and throwing increased effort to the C-130E program. Along the same lines 17 KC-135 jet tankers will be converted on the production line to C-135 jet transports. This will enable Boeing to start delivery of 30 craft in June of this year. Total interim aircraft (99 C-130E's and 30 C-135's) will provide 129 long-range aircraft compared with 50 previously authorized.

air battle for control of the objective area, atomic weapons employment, or enemy armored forces at the objective area. Rather the situation would provide us with one or more airfields and limited aircraft facilities in friendly hands and would not involve an impending battle for the air landing area. If any of the undesirable aspects were present, Marines should not be employed in this type of administrative air movement. A larger, stronger task force such as an airborne and/or amphibious assault force would then be needed.

Planning Is Important

Planning for air movements, as in amphibious operations, is characterized by coordinated, concurrent, and detailed plans and procedures based on experience and trained skills. Air movements are not simple and cannot be taken for granted. There are problems of command relations, organization for movement, planning procedures, loading procedures, agreed doctrine and transport means. There is a well developed body of doctrine on air movements Marines should know about.

Upon receipt of air movement orders, the commander of the Marine units to be air transported reports to the air transport commander (VMR, MATS, or TAC). He is then responsible for the preparation and promulgation of such plans and orders as may be required by the air transport commander. The senior air transport commander exercises command and control over all the aircraft and related facilities. He also has operational control over the troops to be transported from the time of reporting to the staging (or marshalling) area for transportation, until their delivery at the objective landing area.

The basic task organization for air transported training and operations should be the reinforced Marine infantry battalion. Even so, each Marine infantry regiment should be prepared to form a reinforced regiment or brigade task organization for air movement. This scale of air movement operation is a less probable task for the Marine Corps. The FMF should concentrate on maintaining a modest but real readiness to move, on very short notice, at least one or two reinforced battalions from each of our divisions.

Air Transport Organization

The air transported organization for movement should consist of the Advance Airfield Party, the Airfield Security Party, the Main Body and the Follow-Up Echelon. There is also a Rear Echelon.

The Advance Airfield Party consists of a few officers and men with vehicles if possible. It will establish liaison with local friendly civilian and military authorities. It arranges at the landing fields for the arrival of the Main Body serials. It should include an air control team to direct incoming transports. The party should precede the Main Body by two to 12 hours.

The Airfield Security Party should consist of a minimum security force to provide a guard for the Advance Airfield Party, the airfield, and the initial supply and equipment dumps.

The Main Body is the bulk of the task force being transported by air.

The Follow-Up Echelon consists of elements of the

battalion or regiment, or other division units which may be subsequently transported by air, sea, or land to join the Main Body in the advance airfield area. This would include the necessary heavier support equipment and supplies for a prolonged operation.

The Rear Echelon would be composed of the administrative and non-effective elements of all task units.

As in any troop movement by other than organic vehicles, many of the basic problems are easily solved by effective liaison. Upon initiation of air movement planning, the commanding officer of the troop unit and the commander of the air transports must immediately exchange liaison officers to coordinate all matters of common interest.

Preparation for air movements, as in many other special operations, is characterized by the logical sequences of backward planning. We start with the mission and deployment plan at the objective area. We consider how we will move or deploy from the objective airfield. Then we determine how the aircraft will land, their taxi patterns, and the unloading and assembly of the troops. Where will the supplies be located? Priorities of arrival and means of control and communication during the landing phase must be determined.

For the movement phase we must consider the means of movement (number and types of aircraft available) and the order or sequence of movement.

In the marshalling and loading phase we plan to prepare supplies and equipment, issue orders and troop briefings, load aircraft, rehearse (if time), and organize staging (marshalling) areas. Finally, we plan the movement from the home base to the staging airfield.

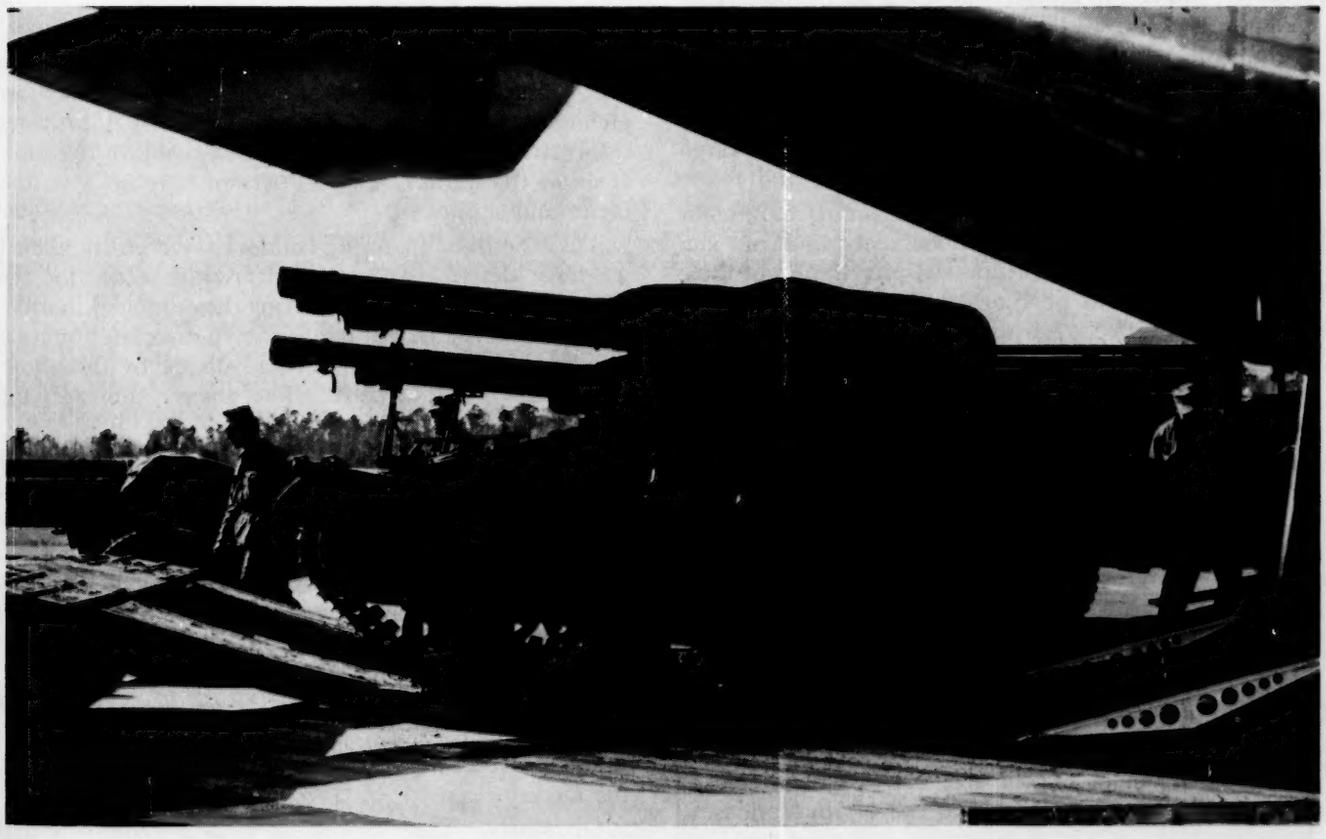
In making any general plans for a typical air movement exigency, certain basic assumptions and criteria must be included. We can expect that the movement aircraft may be any US military, commercial, cargo, or troop carrier type. In a very small movement of a company or two, the aircraft may be all Marine transport types. Then the operation would be a "Marine Air Movement." Larger forces are carried by Troop Carrier or MATS craft from the Air Force. Such an operation is called a "Joint Air Movement."

In the type of movement we are discussing speed is more important than tactical formation of aircraft. We assume a covered move to prepared and friendly airfields.

Units Carry Minimum Gear

Hard and fast criteria must influence all planning. Units should carry only minimum equipment and supplies to accomplish the immediate task. The aircraft will be commercial loaded except that key command and staff personnel and selected equipment will be dispersed among several aircraft. Tactical units are generally kept together in plane teams and serials. Aircraft loads are determined for each mission, considering aircraft type, range, temperature, wind, and other variables. These factors are determined by the aviation unit planners.

Unit tactical vehicles must be limited to Light Weapons Carriers (M274-"Mules"), ¼-T trucks, trailers, ¾-T trucks and such motor transport trucks, 2½ ton and



Ontos moves aboard GV-1. Combat load depends on the mission, type aircraft available, other factors

Although airlift is great for some kinds of emergencies, the FMF must continue to rely primarily on sea lift. It costs only 1/25th as much and creates less logistic problems

artillery prime movers as are initially essential. Vehicles should not ordinarily be arbitrarily restricted to the point where ground mobility is sacrified. Lift of the required vehicles in a small operation will probably be limited, however, by the available aircraft types.

The allowable loads for each aircraft must be announced by the air transport units to the ground unit commanders *before* the basic planning tables can be prepared. Thereafter the maximum allowable cargo load is *never* intentionally violated.

Much of the detailed planning for an air movement revolves around certain basic documents, as in an amphibious operation. Unfortunately, preparation of these documents tends to be time-consuming and complex.

Col Donovan works and lives with logistic problems in his job with G-4, HQMC. With potential hot spots simmering to a boil daily all over the world his views on how to move men and gear in a hurry could be vital factors in beating an opponent to the punch. He came to the Corps from Dartmouth (PLC), spent all of WWII with the 6th Marines. He was Editor and Publisher of LEATHERNECK, taught tactics at Junior School and Basic School, commanded 2/9 and later became ExO of 9th Marines.

Short-cuts and SOPs will reduce the planning ritual if planners remember that speed is the essence of air movement.

Aircraft Requirements

A key document is the *Basic Planning Guide,* a report prepared by each ground unit, company, and detachment, and kept current and on file. It provides information on the aircraft required to move the unit. It shows the status of a unit's personnel vehicles, equipment, and supply.

After the Basic Planning Guides have been completed we must determine the aircraft requirements for the unit. One method of caluculating the estimated number of aircraft is the weight method. We calculate the total weight to be air transported and divide by the allowable load of the aircraft. The answer indicates the number of planes required.

The *Aircraft Movement Table* is prepared jointly by the air and ground units to allocate aircraft and to designate the number and type of aircraft in each serial, departure area, loading time, and take off time.

The *Air Loading Table* is a data sheet used by the ground unit commander. It lists the load that goes into each aircraft. It is completed at company level and forwarded to battalion.

Finally the *Flight Manifest* is an exact record of personnel in each aircraft by name, rank, and serial number. It also briefly describes equipment loaded in the aircraft.

Obviously, an air movement requires complete and detailed plans if the move is to be fast and efficient.

The nature of situations which might require deployment by air, however, allow little time for planning details and written orders. Therefore, all units concerned should maintain a working body of SOPs that will hasten planning and operation order composition. In addition there must be actual readiness in terms of air movement skills and sound Marine air movement doctrine.

Sea Lift Is Cheaper, Faster

This discussion is in no way an attempt to belittle or diminish the importance of sea lift as an important element of our sea power and the primary means of long range movement and support of major FMF elements. It has been demonstrated repeatedly that surface sea lift for major troop deployments is cheaper and actually faster than the present means of air lift. Moving ground forces by sea costs only about 1/25th as much as by air. In addition the amphibious task force is self-sufficient with its own aircraft cover, fire support ships, and mobile logistic system. A very small part of the logistic support (less than one percent) shipped from the US to Korea went by air. The planes available could not approach Liberty ships in delivering 10,000-ton quantities, and air transportation was far more costly than sea transportation.

Emergency air lifts require at least three tons of fuel for a 6,000-mile flight. The fuel must be distributed along the route and provided at the objective airfields. Ground support equipment and personnel are also required along the route.

We must, however, recognize the advantages and capabilities of modern air transportation in this age of speed. For certain functions there is no comparison between 15-knot shipping and 300-mile per hour aircraft. In order to have the capability for instantaneous response to any situation, many of our new weapons systems require the speed and mobility that the proper type of airlift can provide. In the deployment of all types of combat forces to forward areas, either to deter or resist aggression, a modern weapons system must include modern air lift. A truly modern air transport system and doctrine can provide an instrument for achieving point-to-point reaction in hours instead of days or weeks.

Actually, there are more overseas air facilities in the Free World than is generally realized. Airports capable of handling the largest types of transport aircraft are found in significant numbers. The Pacific area has 32; Asia, 33; Middle East, 37; Africa, 48; Europe, 248; Central America, 79; South America, 100. These are fields with runway lengths of 5,000 feet or more. Most have trained ground personnel and electronic flying aids. The advantage of these terminal facilities lies in the possibility of delivering personnel and material directly to critical areas, avoiding concentration of forces at seaports or remote beaches.

Coming years will undoubtedly see great increases in the nation's airlift capability. There are trends in the aircraft industry to develop large, efficient, and economical cargo aircraft. There are political and business pressures to create an air cargo industry which will provide a new resource for the Civil Reserve Air Fleet. Some money has already been appropriated.

Senator Monroney is sponsoring an Air Merchant Marine Bill to provide government subsidy for air cargo carriers which could result in hundreds of new type cargo aircraft. We may well see a 400% increase in ton miles of air cargo carried during the next 10-15 years.

These trends in the field of air transportation have dynamic implications for the future strategic mobility of all the armed services. Such implications must be considered in our future plans. The long range movement and support of Marines by air—in conjunction with amphibious operations—is a new dimension we must plan to exploit.

FMF Air Readiness

In the past the Marine Corps transportation problem has been focused primarily on our continued desire for more and better amphibious sea lift. However, a constant training goal for the FMF should be to maintain readiness and plans for immediate movement by air of one or more complete reinforced battalions in each division.

A modest air movement capability that will improve FMF ability to react as an instrument of national power, and to supplement our forward deployed amphibious forces, is a current requirement. Our functions, our doctrine, our responsibilities are clear. We must improve our readiness for such operations.

To whatever extent the airplane is capable of aiding the fighting man to gain control of land and people, with weapons and transportation or both, it contributes its maximum effect to total military power.

As one prominent general has said, "The ultimate capabilities of ground forces, properly trained and equipped for air movement, are so tremendous that the outcome of any future war may well depend upon the degree to which we exploit this rapid means of transportation.'

USMC

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Old College Try

ONE PLATOON SERGEANT, a native of New Jersey, on dismissing his platoon usually gave it a few seconds to get up the ladder to the third deck. He was never satisfied with the results and always indicated his displeasure, either verbally or otherwise.

While observing the turtle-like progress of the platoon one day, unaware of the presence of the company commander, he bellowed, "Alright youse collich guys, youse S . . . Boids from Amhoist, get a move-on."

The company commander, an Amherst graduate, tapped the platoon sergeant on the shoulder and stated calmly, "Ski, dammit! Amherst—not Amhoist."

$15.00 to LtCol C. S. Robertson

WALLER of SAMAR

Part I

He was tried by General Court-Martial. The charge: murder. Waller's defense was typical of him. "I do not beg for mercy or plead extenuation," he said. "I was either right or wrong . . . If I was right then I am entitled to the most honorable acquittal." (Next month: Part II)

By Capt Robert B. Asprey

THE GENERAL COURT-MARTIAL OF A DISTINGUISHED Marine Corps officer, Major Littleton Waller Tazewell Waller, began on the morning of 17 March 1902, in an American Army barracks on the island of Luzon in the Philippines.

Tried under the convening authority of MajGen Ira Chaffee, USA, commanding the Division of the Philippines, Maj Waller was charged with "murder, in violation of the fifty-eighth article of war." Specifically, on or about 20 January 1902, while in command of a battalion of Marines at Basey, Island of Samar, Major Waller did,

> "in time of war, willfully and feloniously and with malice aforethought, murder and kill eleven men, names unknown, natives of the Philippine Islands, by ordering and causing his subordinate officer . . . and a firing detail of enlisted men under his said command, to take out said eleven men and shoot them to death which said order was then and there carried into execution . . ."

Waller pleaded "not guilty" to the charge, "guilty" to the specification except for the words, "willfully and feloniously and with malice aforethought, murder." In other words, he denied having murdered the natives, but admitted he had ordered their execution. Now he would attempt to exonerate himself under the laws of warfare, which he hoped to prove would justify his action as necessary to the successful prosecution of his mission.

His unequivocal position was set forth in the first paragraph of a written statement submitted to the Court:

> ". . . I do not beg for mercy or plead extenuation —I was either right or wrong. If I was wrong give me the whole, full complete sentence required by law. If I was right then I am entitled to the most honorable acquittal."

Several weeks were to pass before the Court decided the question of right or wrong. The trial itself was to end in one of the most dramatic denouments possible and was to draw a vigorous reaction from the President of the United States, Theodore Roosevelt.

But now, on the morning of 17 March 1902, Maj Waller knew nothing of this. He knew only that he was about to defend himself against what he considered "the most serious charge which can be brought against a person whether in military or civil life."

His career, possibly his life, would depend on the validity of his defense—on what actually had happened during his time in Samar.

The events which would so directly affect Maj Waller's life had been set in motion by Dewey's victory

When more than 40 officers and men of the 9th U. S. Infantry were massacred by Philippine Insurrectionists at Balangiga, Samar, in 1901, Major Waller and a battalion of Marines were called in from Cavite. Waller landed at Basey, conducted a brilliant offensive against rebel strongholds in the Sojoton mountains. Then he [illegible] Lanang. [illegible] continued. Waller ordered [illegible] which said in effect [illegible] and burn everything [illegible]

Waller as a second lieutenant. Smedley Butler described him as "a little fellow with a fiery mustache" who "dominated the others." Before the Samar incident in 1901, Waller had already seen combat in Egypt, Cuba, Tientsin, and Peking.

against the Spanish in 1898. That spring, inspired Filipino insurgent leaders returned from exile in Hongkong and, months before the end of the war, proclaimed independent government under the dictatorship of one Aguinaldo.

When in December, 1898, the Treaty of Paris ceded the Philippine Islands to America, which promptly established sovereignty, Aguinaldo led his people in a fierce, bloody revolt against America that by no means ended with the rebel leader's capture in March, 1901. Supported by numerous influential Filipinos, the Philippine Insurrection continued to boil throughout Luzon, Leyte, and Samar. The revolt was a source of embarrassment to the civil government of William Howard Taft, who wanted peace, a source of frustration to the military government of MajGen Ira Chaffee, who could find no victory.

Army Maintained Outposts

To counter the insurgents—and there were many—the American Army planted outposts in strategic locations, usually infantry companies in small villages on the coasts of the islands. These units were to prevent supplies being smuggled to insurgents who normally operated from island strongholds; they were to prevent insurgents from intimidating, more often killing, fellow Filipinos who wished to be Americans; and they were to administer the oath of allegiance to insurgents who voluntarily gave themselves up.

Such an outpost was Company "C" of the 9th Regular United States Infantry. Stationed at Balangiga on the southern coast of Samar, the third largest island in the Philippines, this company was commanded by Capt Connell and consisted of two other officers and 66 enlisted men.

On the morning of 28 October 1901, Capt Connell, at breakfast with Lt Bumpus and Surgeon Griswold, had reason to be pleased with himself. A sensitive, intelligent officer, Connell had administered his area of Samar with persuasion rather than intimidation. He had done just about everything possible to effect a peaceful conversion of the 3,000 natives of Balangiga to American rule. Most of them had sworn allegiance and most of them seemed to be taking seriously the wider-than-usual scope of self-government allowed them by the American captain. Too, this policy of kindness and confidence appeared to be paying off militarily. Recent patrols had discovered neither rebel arm caches nor suspicious activity from the main insurgent force believed hidden inland in the wild Sojoton Mountains.

To Capt Connell, the answer to the native problem was mutual trust. On his part he trusted the natives. Himself a Catholic, he worshipped with them in their church. Mainly for this reason neither he nor his officers nor his troops carried arms to breakfast on this Sunday morning.

So it was that as Connell and his officers sat at breakfast in officer quarters and his 66 men sat at breakfast in troop mess, the neighboring church bells began to ring.

And so it was that at this instant 450 insanely shrieking savages wielding razor sharp bolos came through the church to attack the troop and officers messes of Com-

pany "C." About 250 bolomen hit the troop mess; 200 more attacked the officers' mess. Some insurgents got as far as the barracks, to the rows of neatly stacked rifles, but somehow a Sgt Betron collected a few weapone and fought a rearguard action to the boats. Twenty-six American soldiers survived.

A relief party from Headquarters of the Sixth Separate Brigade on neighboring Leyte arrived at Balangiga the next day. The cuartel presented a hideous picture. Capt Connell's head was found slow-roasting in a fire. A bolo slash across the face of Lt Bumpus had been filled with jam; one of the men "had his abdomen cut open and flour had been put on the wound." The bodies of the dead were stripped and that of a sentinel "stabbed full of holes." In the words of Elihu Root, Secretary of War, to President Theodore Roosevelt, the rest of the dead "had been mutilated and treated with indescribable indignities." More, most of the garrison's rifles had been stolen along with 25,000 rounds of ammunition. The attack had been led by Balangiga officials: a native witness later testified that a town policeman had killed one of the officers, a boy of 15 another. Lads ten to 15 years old had participated in the attack.

The massacre set off a new wave of insurgent terror throughout Samar. BrigGen Jacob Smith, USA, commanding the Sixth Separate Brigade, telegraphed Chaffee in Manila for help. The Army called the Navy, the Navy called the Marines. Four companies of the First Marine Brigade at Cavite were formed hastily into a battalion under command of Maj Waller.

Waller's battalion numbered 15 officers and 300 men. David D. Porter and Hiking Hiram Bearss were his principal captains. First Lt A. S. Williams and 2ndLt Frank Halford were going to prove unusually important. So was GySgt John H. Quick. Most of the mustached Marines had served with Waller in China. A hard-drinking profane lot, they could be relied on to carry their heavy marching orders and Krag Jorgenson rifles wherever he would lead them. And if they knew Waller that would probably be to hell and back again.

At 45 years of age "Tony" Waller qualified as a veteran officer of 22 years service in the Marine Corps. A fine description of him about this time is offered by Smedley Butler, who first met him in Cavite in 1899, then served under him as a lieutenant during the Boxer Rebellion.

He Impressed Smedley Butler

Butler initially found him "a little fellow with a fiery mustache and a distinguished bearing. No matter about his size. He dominated the others." Butler's second impression noted Waller's "short, thick legs, but he was very straight and military. Somehow I realized then that I was looking at a real soldier."

Butler wrote his final impression long after Waller's death:

> "The picture of him that stays with me is the Waller of those days of his dashing prime in the Philippines and China. His men adored him. He had a magnificent face and carriage. On a horse he was impressive. He always took off his hat with a flourish. I can see him, straight as a ruler, his head thrown back, his enormous nose outlined against the sky, as he saluted the flag. Waller may have liked to talk about himself, but he had plenty to talk about."

He certainly did! By 1901 he had fought the Arabs at Alexandria, the Spanish at Santiago de Cuba, and the Chinese at Tientsin and Peking. Experienced in bush warfare, nothing about the Balangiga massacre could have surprised him. At Ramleh, he remembered,

> "the Arabs captured some pickets or videttes of the Bengal Cavalry, decapitated them, sticking their heads on lances and poles, planting the poles in the sand. The Arab Cavalry was never spared after that . . ."

In China,

> "the fanatics would rise from the ground from behind grave mounds and other obstacles and even while the line was advancing in a triumphant charge, kill and mutilate the wounded and mutilate the dead . . . whenever a 'boxer' or fanatic was captured either in the European concessions or outside he was brought in and executed without referring the matter to the Commander-in-Chief . . ."

Waller's Marines fighting Insurrectionists in Sojoton Mountains. They used Krag Jorgenson rifles

Waller was perfectly prepared to fight a gentleman's war. At Santiago de Cuba, where he commanded the Marine Guard aboard *USS Indiana,* he was decorated for his efforts in saving wounded Spanish lives. But he was quite prepared to fight the other, less pleasant type of war exemplified by the Philippine Insurrection.

And if, upon arrival at Basey, after dropping Porter and 159 men off at Balangiga, Waller held any doubts as to the type of campaign he was involved in, these were banished in a conference with his immediate superiors, BrigGen Jacob "Hell-Roaring Jake" Smith, commanding the Sixth Separate Army Brigade, and RAdm Frederick Rodgers, senior squadron commander, Asiatic Station.

The Controversial Order

Inspired by this conference the new commander of the Basey sub-district—some 600 square miles of hostility—immediately issued an operational order that later would play a major role in his trial. Besides stating the mission—to clear the area of "the treacherous enemy" by expeditions which "in a way that are to be punitive"—and several methods of preventing food from reaching the insurgents, Waller ordered his command to "place no confidence in the natives, and punish treachery immediately with death." The order concluded, "We have also to avenge our late comrades in North China—the murdered men of the Ninth United States Infantry."

Excepting the last paragraph, nothing is amiss about this order. Precedent-wise, as Secretary Root would point out later to President Roosevelt,

> "in 1779, Washington ordered General Sullivan in the campaign against the Six Nations to seek the total destruction and devastation of their settlements. He wrote, 'But you will not by any means listen to overtures for peace before the total ruin of their settlement is effected . . . our future security will lie in their inability to injure us, the distance to which they are driven, and in the terror with which the severity of the chastisement they receive will inspire them.' "

Although BrigGen Smith later denied seeing Waller's order, he scarcely could have contradicted its general content. He did object to the final phrase, as will be seen. But to a troop commander, and particularly to one such as Waller who used motherhood, the flag, and any other emotion which might infuse fire into his people, it does not seem unnatural. What in fact Waller intended to do in Samar had been operationally commonplace in the Philippine Islands since the beginning of the Insurrection.

His method of achieving it was something different.

In a report made to Smith a mere two days after landing at Basey, Waller described a number of local expeditions which he already had pushed out against insurgent supply points. From a prisoner he learned that most of the insurgents had gone "back to the Sojoton Mountains where they are estimated in force about 400 to 700." Characteristically, he stated,

> "I shall push in toward the Sojoton Mountains and attempt to dislodge the enemy from the overhanging rocks and drive him from his stronghold. The position is reported as practically impregnable. I believe I can dislodge them with shrapnel; I shall therefore try a gun platform of bamboo boards, which I believe can be made sufficiently stable, of very little draft and easily managed."

While the platform for the three-inch gun was being constructed, Waller kept constant pressure on the insurgents, especially on their supply points, by almost daily expeditions from Basey and Balangigi. Typical is a report made by him on 31 October:

> "On the 26th [of Oct] an expedition was sent to the trenches previously occupied by the insurgents. The troops found them empty, but they destroyed the houses on the way up. Three bolomen were killed and about 3,000 pounds of rice [taken] . . . On the 30th I went to Balangiga . . . and on the way down destroyed two villages, killing one man and capturing another . . . these men were armed with 1 Krag, 2 revolvers, and bolos, or short, heavy daggers."

None of these expeditions was a simple matter. On the trail the Marines lived off bacon, biscuit and chewing tobacco while forcing their way through jungle so dense that often compasses had to be used entirely. Frequent rains meant sinking to the knees in mid. Progress was further impeded by heavy marching packs, rifles, and double web belts holding 100 cartridges for the heavy Krag Jorgenson rifles. The terrain proved a ghastly combination of leech-covered jungle vine that tore off the blue uniforms and infected bodies, and a pumice soil that quickly wore away shoes. Any turn of a trail might find a small band of fanatic insurgents ambuscading behind pits, trenches, or poison spear traps, waiting to swoop down with flashing bolos. This was a tactic called the bolo-rush and was answerable only with rifle fire that generally spelled death for the insurgents.

Expedition Paid Off

But, as Waller foresaw, the frequent expeditions served two purposes. They placed constant pressure on the insurgents, and they seriously interfered with his food supply. Perhaps as important, they taught the Marines the nature of the enemy, both terrain and man. The latter challenge was often sharpened when a search of prisoners or rebel dead disclosed relics—pictures, letters, rings, canteens—which had belonged to the massacred soldiers of the Ninth Infantry.

On 5 November, Waller pushed his way up the Sojoton river, overran enemy outposts, killed and captured several insurgents, and captured two small bam-

boo cannon or lantakas, an action which cost the lives of Marine Pvts J. Lynch and E. A. Kloman. Although the gun platform yawed in the seaway on the return trip and went under, the three-inch gun and the men were saved. Waller demed the device "a great success." While alterations were accomplished, the pressure continued so that in the week ending 8 November Waller could report: "255 houses burned, 39 men killed, 18 men captured, 17 bolos captured, 1 ton hemp and one-half ton rice destroyed."

Attack Up the Sojoton

By mid-November Waller was ready to attack the rebel stronghold some 15 miles up the Sojoton river. Sending a land column of 50 troops under Bearss to rendezvous with Porter's company and proceed up the Sojoton, Waller brought up a third party plus supply and his precious three-inch gun by boat. On the night of 16 November the expedition reached the overhanging cliffs of the Sojoton where the boats were forced to halt—any attempt to push further would have been met by huge cages of boulders which the enemy was ready to drop from the cliffs.

Early on 17 November the land column under Porter and Bearss began the difficult ascent to the cliffs. Soon striking an enemy trail, the Marines pushed on through such un-manned defenses as poison spears and pits, and finally came to a number of bamboo cannon, one of which had its fuse burning. After Cpl Harry Glenn rushed this and plucked out the fuse, the party charged the first camp which moments early the enemy had deserted.

From this vantage the Marines looked across the 150-foot wide river and, 150 yards away, spied two more enemy camps, both occupied. Dragging up a Colt 6mm gun, the Marines opened fire on the cuartels, killed some 30 insurgents and put the rest to flight. After burning the first camp, they descended the cliffs to the river, which was crossed in small boats or bancas, then scaled the opposite cliffs by fragile bamboo ladders left in place by the confused defenders. When Porter and Bearss led an assault against the new cuartels the insurgents fired two ragged volleys and fled.

Although lack of supply and troop fatigue prevented Waller from immediate pursuit, the victory nonetheless was impressive. For the first time in the history of Samar, white men had penetrated the insurgent stronghold and put the defenders into disorganized flight. Besides the immediate results—30 insurgents killed, their cuartels burned, 40 cannon captured, rice and other stores destroyed—Waller glowingly reported that "years of labor have been destroyed here. We have proved to them that their impregnable places can be taken. We have swept away a stronghold for the last rally."

He was especially pleased with his troops who "overcame incredible difficulties and dangers." Although no serious casualties were suffered, Waller reported that most of his men were "barefooted and must rest for about three days." In a later report recommending decorations, he noted that "where all did so well it seems almost impossible to distinguish extraordinary service. Each man carried his life in his hands." (Years later Captains Porter and Bearss would receive Medals of Honor for the Sojoton assault.) In citing Gunnery Sgt Quick, Waller wrote that he "now holds a medal of honor for Guantanamo. I do not believe there is anything too good for him."

BrigGen Smith was as pleased as Waller, whose report he endorsed,

> "Major L. W. T. Waller, USMC, now brevet lieutenant-colonel, has proven himself to be an officer of exceptional merit, and carries out any instructions loyally and gallantly. He deserves another brevet for his service thus far, and I urge this recognition; also a general order from the division commander [Chaffee], congratulating him and the Marine Corps of this command."

RAdm Rodgers cabled, "Well done, Marines . . ."; MajGen Chaffee sent "Thanks to officers and men . . ."; the Secretary of War expressed his "gratification" to the Secretary of the Navy; and the Department of the Navy cabled congratulations to Waller.

But before the last of these laurels arrived in Basey, the first shadow of what was to prove a fearful black cloud descended on "Tony" Waller. So effectively had he consolidated his Sojoton gain by a series of expeditions throughout southern Samar that now insurgents increasingly turned themselves in, exchanging their weapons for the oath of allegiance to America. In this pacific circumstance of early December, 1901, Waller turned to a new project earlier proposed by BrigGen Smith: a march across southern Samar to determine if wire could be strung between Lanang and Basey.

The expedition would become known to history as the "March across Samar." For Waller it would end in an Army barracks in Luzon—it would end in a general court-martial on a charge of murder. USMC

Robert B. Asprey sends us hard-bitten epics like this one from the balmy climate of his Angel Steps Studio in Southhampton, Bermuda. Regular readers will remember his "Court Martial of Smedley Butler" (Dec '59) and WWII Marines might have met him as a company commander on Iwo Jima. He has studied at New College, Oxford and the University of Iowa. He has written extensively for magazines and has had one book ("The Panther's Feast") on the best-seller list.

LtCol Joe Givens (center) took Reserve HMR-767 out to El Toro where it merged with a regular outfit for two weeks of good training. Next month: a special MARTCOM report on merger training.

Merger Training For Air Reservists

By Capt Maurice Dantin

A NEW TYPE OF MARINE RESERVE TRAINING WAS CONduced last summer on the West Coast. HMR-767 of New Orleans, La., a reserve squadron, merged for 15 days with a regular squadron, HMR-361, at MCAF, Santa Ana, Calif. The experiment was so successful that it points the way to more effective training of air reservists in the future.

After being airlifted to Santa Ana, pilots, mechanics, and other personnel of HMR-767 were integrated into HMR-361 as if they were replacements. This procedure provided four benefits that can't be achieved through normal reserve unit training:

(1) Reserve personnel learn new techniques developed by Marines in regular training.

(2) Reserves benefit from a training program proven by experience.

(3) Training facilities and terrain are available which are not often found at reserve establishments.

(4) Professional attitudes of the regulars are adopted by the reserves.

The success of the operation was due in large part to the cooperation of personnel of HMR-361, then commanded by LtCol W. F. Evans. Although HMR-361 had won the CNO Safety Award three out of the four previous years, LtCol Evans ordered that reserve pilots would fly the right seats of the HUS's on all flights. Throughout the operation reservists were given the bulk of responsibility. Such an attitude on the part of the regulars is essential in order for merger training to be effective.

Arrangements had been made by HMR-361 for carrier landings abroad *USS Princeton* on the first day of training. HMR-767 pilots made six carrier landings each. For the first time in Marine history a reserve helicopter squadron became carrier qualified. The proficiency of the reservists was established beyond question when *Princeton's* Captain said he hadn't seen better landings by any group of pilots.

The carrier landings served a two-fold purpose. They gave the regulars confidence in the ability of the reservists and they stimulated the enthusiasm of the reservists for what lay ahead in the remainder of the training period. This enthusiasm carried over until the last day.

Because of the flat terrain around New Orleans, pilots of HMR-767 had been unable to train in rough area landings. The mountainous country of California, however, enabled the "bayou pilots" to obtain valuable and badly needed experience in landing in such terrain.

Another deficiency was corrected. The helicopters of NAS New Orleans are loaded with sonar gear. This prevents HMR-767 pilots from obtaining experience in cargo lifts and transportation of personnel. During the 15-day merger with HMR-361, they got such training.

None of this training could have been accomplished on active duty for training at the home station—even if it lasted six months instead of the usual 15 days. While the particular deficiencies mentioned may be peculiar to the New Orleans squadron, practically all reserve squadrons have other training inadequacies that can't be corrected at home stations.

As a result of participating in the training of HMR-361, the reserve squadron was able to learn the latest techniques in military operations of the helicopter. An example of this was found in night operations. HMR-361 Marines were testing and evaluating a system of lights for use in night landings. The lights, called "turkey feet," are dropped on the ground in such a pattern that they line up only for helicopters on the right approach. By working with the regulars in testing the lighting process, pilots of HMR-767 were able to learn the technique. In addition they assisted the regu-

In Louisiana, flat terrain, Sonar-laden Navy 'copters hampered practice of Marine techniques

lars by offering suggestions and comments that were valuable in developing the system.

The benefits to be derived from merger training are not necessarily one-sided. Many reserve pilots receive special helicopter training in their civilian occupations and can contribute to the proficiency of the regulars. For instance, the CO of HMR-767, LtCol Joe Givens, is a helicopter test pilot for the US Army. He was one of the pilots on the first helicopter to fly non-stop across the US. Another pilot, Capt Warren D. Smith, Safety Officer of HMR-767, is an aeronautical engineer doing graduate work. A number of the other pilots are either instructors, test pilots, or fly helicopters commercially. Practically all reserve pilots are able to contribute something professionally to the regulars. If this is true with respect to helicopters, it is logical to assume the same situation would apply to other areas of Marine training.

The climax of last summer's training came when the merged unit participated in Operation Charger. For the first time in their careers, many reservists gained experience in operating under conditions approximating combat. On call 24 hours a day—flying under the adverse conditions and over the difficult terrain that the area around 29 Palms affords—the reservists quickly learned what skills would be expected of them should mobilization ever become necessary. For those who had been off active duty for some time, the exercise was an excellent stimulus to their memories. Of course, at all times Marines of HMR-361 were on hand to guide and assist. As is true in all Marine training, the demands of a difficult exercise such as Operation Charger were challenging. Consequently, the exercise was an excellent morale builder for the reservists.

One final advantage of merger training should be noted. Having served the past several periods of active duty for training on their home base, many of the reservists had forgotten just how enjoyable liberty away from home could be. Southern California's many entertainment facilities quickly corrected this deficiency also. Morale was never higher in any reserve unit.

The New Orleans squadron was selected for the merger operation with HMR-361 because of an outstanding record. Formed in 1958, HMR-767 was the first unit to receive the Marine Air Reserve Training Command trophy as the outstanding helicopter squadron in Marine reserve aviation. The unit also received the CNO Safety Trophy for Fiscal Year 1960, in addition to attaining the highest number of flight hours per pilot in MARTCOM. Though the selection was primarily a reward for the personnel of HMR-767, they weren't the sole beneficiaries. As a result of the operation, every man in the squadron is better trained and better qualified to serve the nation and the Marine Corps as a week-end warrior.

And if HMR-767's experience is any indication, the Marine Corps would do well to consider merger training for its entire reserve program. USMC

Capt Dantin is not only the Administrative Officer of HMR-767, but the Mayor of City of Columbia, Miss, as well. Entering the Corps in Sept '51, via OCC, he served with Recon Co, 2dMarDiv, from Feb '52-Apr '53. His duties later took him to VMF-124, and 143, where he served as Intelligence Officer. From '48-'51 Capt Dantin attended the University of Mississippi where he earned a BA degree. Returning to the same school in '53, he completed his schooling by obtaining a LLB degree. His chief hobby: Reading.

Una Barrera Invisible

Usted es Americano. ¿Pero puede hablar la lengua "Americana?" Trate de leer la proxima pagina. Si no puede entenderla, usted sufre la barrera invisible que nos sepera

By Cmdr Abelardo Gabancho, Argentine Marine Corps

HACE NO MUCHO TIEMPO ESCUCHÉ DE BOCA DE UN OFIcial estadounidense una expresión dicha en español que parecerá creada imaginativament; fué algo así como "Mi estoy partiendo en lunes . . ." La escuché respetuosamente, a la vez que haciendo el esfuerzo necesario para desentrañar su significado y disimulando la imperfección, porque detrás de ella estaba el sincero empeño de adquirir el dominio de un nuevo idioma. . . .

Esta introducción nos ubica en el centro de lo que entiendo es un problema que nos afecta por igual a quienes hablamos español y a quienes aun no lo han logrado, o dicho de otra manera, a quienes sólo se expresan en inglés y a aquellos que tenemos dificultades con este idioma. Personalmente pienso que es de absoluta necesidad para nosotros, latinoamericanos, el conocimiento del idioma inglés; podría abonar mi afirmación con múltiples razones, seguramente ya expuestas por otros, pero sólo mencionaré tres que considero de gran importancia. Entiendo que no se conoce a un pueblo simplemente porque se lo visite durante unas semanas o meses; es preciso conocer sus pensamientos, su sentir y a ello sólo se llega hablando su mismo idioma. Por otra parte, es innegable que la historia del mundo libre de nuestros días se está escribiendo en inglés; para interpretar los acontecimientos que se suceden deben leerse artículos, editoriales y libros en su idioma original, porque no serán traducidos hasta dentro de algunos años; las tácticas y técnicas más modernas, de mayor interés en nuestras tareas, también ven la luz en inglés. Finalmente, no debemos ser los "convidados en silencio" en la mesa de nuestros amigos extranjeros. . . . Muchas más podrían hallarse, pero pienso que bastan para justificar mi ubicación en esta cuestión.

He vivido la experiencia de estar sentado a esa mesa, como invitado en el seno de hogares amistosos y también para tratar temas profesionales en la escuela que me es dado cursar en Quantico, Virginia. En una y otra ocasión sufrí, y pienso que esa palabra traduce fielmente mis sensaciones de entonces, sufrí la presencia de una barrera, inmaterial pero infranqueable, representada por la impotencia y limitación para expresar mis ideas sólo un poco más allá de lo que puede ser una conversación o un intercambio intrascendente. . . . Podrá decírseme que los demás considerarían mi inhabilidad para expresarme en una lengua extraña. Ciertamente que sí lo hicieron y éste es el momento en que hago público mi agradecimiento por tanta comprensión, brindada hasta con afecto. Pero hay algo más, de interés para nosotros latinoamericanos. No cabe duda que a una persona, en circunstancias sociales, se la juzga principalmente por sus palabras; tampoco me cabe duda ahora, y esto es experiencia vivida, de que a través de un extranjero que se conoce se está juzgando a su patria de origen. Aquí es donde esa barrera cobra importancia. Poseemos ideas, somos dueños de juicios originales, distintos y hasta de conocimientos que podrían favorecer o ayudar a nuestros amigos y no somos hábiles para transmitirlos a la otra mente; nuestro pensamiento se manifiesta deformado, incompleto, mal nutrido y así ha de ser el juicio que se habrán de formar de nosotros y, como consecuencia, de nuestra patria. Tenemos pues la responsabilidad—y nada digo de la conveniencia—de dominar en medida suficiente el idioma inglés. . . .

¿Ahora bien; puede ser ésta una responsabilidad unilateral? Pienso que no y a ello seguiré refiriéndome.

En los días que vivimos el mundo libre reconoce como "conductoras" de su destino a un grupo de naciones, entre las que se destaca con neto perfil Estados Unidos de Norte América, país de habla inglesa (aunque los británicos no siempre admitan que aquellos hablan su misma lengua). Para Estados Unidos la América Latina es de primordial interés; vivimos bajo "el mismo techo" . . . Pero es el caso que en esta gran familia no se logra entender a uno de los hermanos y ésta fué una de mis mayores sorpresas al entrar en contacto con este pueblo

(*Vea Lección Español, Pagina* 46)

An Invisible Barrier

You're an American. But do you speak the "American" language? Try the page opposite. If you can't understand it you're plagued by the invisible barrier that separates us.

Translation by LtCol E. H. Simmons

NOT LONG AGO I HEARD FROM THE MOUTH OF A US officer an expression spoken in Spanish which he appeared to have made up himself; it went something like this: "Mi estoy partiendo en lunes . . ." I listened respectfully, making the necessary effort to untangle the thought and overlook the error, because behind the error there was a sincere determination to acquire mastery of a new language.

[Translator's note: The American had inadvertently said, "I am breaking myself on Monday." The reflexive verb *partirse* means *to break* or *to split*. The American apparently thought it meant *to leave*.]

This introduction points up what I understand is a problem that affects equally those of us who speak Spanish and those of us who have not yet mastered it; or to say it in another way, those who can only express themselves in English to us who have difficulty with this language. Personally, I think it is absolutely necessary for us, Latin Americans, to have a knowledge of the English language. I would be able to support my belief with many reasons, certainly expressed by others, but I will only mention the three that I consider to be of greatest importance. I understand that one cannot know a people simply by visiting them for a few weeks or months; it is necessary to know their thoughts, their feelings, and these are only reached by speaking the same language. On the other hand, it is undeniable that the history of the free world of our day is being written in English; in order to understand the accounts of what happens they should read articles, editorials, and books in the original language, because they will not be translated for several years; the most modern tactics and techniques, of major interest in our work, also should be examined in English. Finally, we should not be the "silent guests" at the table of our foreign friends. There are many more I could come up with, but I think these are enough to justify my position.

I have had the experience of being seated at the table, as the guest in the bosom of a friendly home and also in order to discuss professional themes that are given to me to study in the school in Quantico, Virginia. In the one and the other occasion I suffered and I think to translate faithfully the word that describes my feelings then, I suffered the presence of a barrier, immaterial but unbreakable, represented by my inability and limitations in expressing my ideas only a little way into what should have been a conversation or exciting interchange. You will say to me that the others will consider my inability to express myself in a foreign language. Certainly they have done this and this is the moment when I would like to make public my gratitude for such understanding, saluting them with affection. But there is something more of interest for us Latin Americans. There is no doubt that a person, in social circumstances, is judged principally by his words, nor do I doubt now, and this is a true experience, that through a foreigner is judged the country of his origin. Here is where this barrier receives importance. We possess ideas, we are the owners of original, distinct judgments, knowledge that would favor or help our friends, and we are not able to convey it to the other mind; our thoughts are stated deformed, incomplete, badly supported and thus have been the judgments that have been formed of us and, as a consequence, of our country. We have then the responsibility—to say nothing of the inconvenience—of gaining a sufficient command of English.

Well, then: is this to be a unilateral responsibility? I think not.

In these days in which we live the free world examines closely the "leaders" of the destiny of a group of nations, among those that stand out in clear outline the United States of America, a country that speaks English (although the British do not always admit that they speak the same language). For the United States, Latin America should be of prime interest; we live under "the same roof." But it is the case of a big family

(*See Spanish Lesson, Page* 46)

Cmdr Gabancho, a native of Coronel Suarez, Argentina, was commissioned in the Argentine MC in '45. He wrote the "Manual of Instruction Technique" for his Corps in '52, and had articles published in "Desembarco," the Argentine counterpart of the GAZETTE. He feels that understanding comes from the ability to communicate ideas, thoughts, and feelings. Says the Commander: ". . . America should be the bulwark of mankind . . . but can't if American countries speak different languages." Cmdr Gabancho is presently attending Senior School, MCS, Quantico, Va.

LtCol Simmons, who did the translation for us, polished up his Spanish during a tour as Naval Attache in the Dominican Republic in 1959-60. He came into the Corps in 1942, made the Guam operation, and wound up as PubInfoO with III Phib Corps in China. He was Managing Editor of GAZETTE for three years, made the Inchon landing, and returned to his Alma Mater, Ohio State U., as Marine Officer Instructor. He was with G-4, HQMC, before going to the Dominican Republic and is now an Editorial Analyst, MCLFDC, MCS, Quantico. He has written a Korean War novel to be published in '62 by Coward-McCann.

Lección Español

norteamericano, especialmente con oficiales de Infantería de Marina. Cuán pocos hablan nuestro común idioma! (Permítaseme incluir en este "común idioma" al portugués, ya que me es grato contar como amigos a distinguidas personas brasileñas sin que nuestros idiomas nos separen.) Recuerdo haber manifestado a mis amigos estadounidenses que cuando uno de ellos viaja a mi patria, todos hacemos nuestro mejor esfuerzo por expresarnos en su misma lengua, cualquiera sea la capacidad que poseamos; sin embargo, no hallamos la debida correspondencia en su tierra, de donde resulta que se impone un esfuerzo unilateral a la vez que injusto, porque cada ser humano tiene el derecho de hablar su idioma dentro de sus fronteras; quien viaja a otros países debe hacer el esfuerzo y hablar la lengua local.

Todo esto no sería muy importante si no revelara una dolorosa realidad: quienes más unidos debemos hallarnos ante el enemigo común, estamos separados por una barrera que un poco de interés y perseverancia derribarían a corto plazo. . . . Esperemos que el fin del plazo no haya sido fijado aun. . . .

Lamentablemente hablamos idiomas diferentes en América, pero es y seguirá siendo lamentable sólo en la medida en que no nos preocupemos; si ambos grupos hacemos el mismo esfuerzo, en poco tiempo habrá desaparecido una de las mayores dificultades para el intercambio de ideas y surgirá amplia y fecunda la comprensión que deriva del conocimiento mútuo. . . .

¿Quién debe hacer el mayor esfuerzo? Pienso que ese esfuerzo no tiene dueño ni nombre; que todos debemos hacerlo en nuestra parte, inspirados por el sincero anhelo de acercarnos más a los pueblos hermanos, para que esta gran familia americana esté realmente unida cuando lleguen los momentos de prueba.

Pensemos en esto y creemos en nosotros el pensamiento de responsabilidad que nos dará fuerzas para llevar a la culminación el propósito de hablar el otro idioma. Las horas que dediquemos a ello retornarán a nosotros en forma de más estrecha amistad y más amplia comprensión. USMC

Spanish Lesson

not being able to understand one of its brothers and this was one of my biggest surprises in coming into contact with the North American people, especially with the officers of the Marine Corps. How few speak our common language! (Permit me to include in this "common language" Portuguese; I am gratified to count as friends distinguished Brazilian persons without having our language separate us.) I recall having stated to my American friends that when one of them travels to my country, we make our very best effort to express ourselves in the same language, with whatever capacity we possess; however we have not found a corresponding obligation in your country; the result at times is a unilateral effort that is not fair, because each person has the right to speak his own language within his own borders; whoever travels to other countries ought to make the effort and speak the local tongue.

All of this would not be very important if it did not reveal a sad reality: those who should find themselves most united before a common enemy, we are separated by a barrier that a little interest and perseverance would tear down in short order. We hope that time will not run out before this is fixed.

Lamentably we speak different languages in America, but it is and will continue to be lamentable only in the sense that we do not concern ourselves; if both groups make the same effort, in short order there will have disappeared one of the major difficulties to the exchange of ideas and a full and healthy comprehension will come out of our mutual knowledge.

We ought to make the major effort. I think that this effort should not have an owner or name; that everyone ought to do his own part, inspired by the sincere desire to bring closer our sister peoples, so that the great American family is truly united in times of test.

We think of this and we believe ourselves the thought of responsibility that we should make a major effort to achieve the purpose of speaking the other language. The hours that we give to this will be returned to us in the form of more enduring friendship and much better understanding. USMC

From the Director

BGen W. T. Fairbourn

MARINE CORPS RESERVE

ROPA affects promotion and retirement of nearly all reserve officers. Here's how

THERE WERE FEW, IF ANY, CRIES OF "FOUL" LAST YEAR, when the authorized Reserve officer strength lost 5,000 "paper" slots. The move was the latest in a series of amendments to ROPA—Reserve Officer Personnel Act of 1954—a somewhat complicated dogma that governs promotion and retirement for nearly all reserve officers above CWO.

The only reserve officers not affected, promotion-wise, by ROPA are serving on active duty with the regular establishment.

The real importance of the amendment that slashed 5,000 is apparent after a short look at promotion policy as it stood before the action. First of all, Reserve officer distribution previously was based on actual strength, which hovers around 22,000. Under the 1960 legislation, distribution is based on authorized strength, now 24,500.

Here is the grade distribution authorized by changes to ROPA.

RANK	NOW (Based on authorized strength)	THEN (Based on actual strength)
General	10	5
Colonel	490	440
Lieutenant Colonel	1469	1320
Major	2939	2639
Captain	8572	7698
Lieutenants	11020	9898
Total Officers	24500	22000

While ROPA establishes *maximum* numbers within grade distribution, *actual* grade distribution is the result of several factors.

One is the "running mate" promotion system. Under this system, the size of a reserve officer promotion zone is controlled by the lineal precedence of the reserve officer whose regular officer running mate is at the bottom of the promotion zone for the corresponding grade in the regular establishment.

Other factors bearing upon *actual* grade distribution: Mobilization requirements and the need to offer equal promotion opportunities to succeeding year groups.

These factors combine to provide the following grade distribution in 1961: Col, 217; LtCol, 1425; Maj, 2168; Capt, 7662; Lts, 10056.

Along with the reduction in authorized strength, the Reserve also received authority to have 10 general officers in an active status. With the promotion of two colonels selected this year, we will have the maximum number in the very near future. *Active status,* in all cases, applies to reservists who actively participate, and earn a minimum of 27 retirement credits annually.

Another point concerns retirement credits. Twenty-seven points are mandatory *minimum,* to remain in an active (Reserve) status. On the other hand, a reservist must accrue 50 retirement credits annually over a period of 20 years (not necessarily in succession) to qualify for retirement with pay at age 60.

Officers who fail to meet the 27-point requirement each year soon find themselves on the Inactive Status List (ISL) or in the Retired Reserve, if qualified. Those not qualified for the Retired Reserve are discharged. Annual "retention boards" meet at HQMC to consider Reserve officers who have twice failed of selection, and who have completed specified periods of service, for removal to the ISL, which also is screened periodically.

There are two exceptions to the rule concerning transfer from an active status. They are:

- When an officer has a remaining period of obligated service under law (Reserve Forces Act of 1955).
- When an officer has more than 18 but less than 20 years of Satisfactory Federal Service for retirement with pay.

Another ROPA amendment passed by Congress last year would affect Reserve field grade officers facing forced retirement through no fault of their own. These are officers, twice failed of selection, who accrue 20 years of service, but only because their Constructive Service Time is included. An example would be the major, commissioned in 1943, who was given three years of CST to align him with a regular running mate. Even if he had maintained his Reserve activity, accruing the needed 50 retirement credits each year for 17 years, he faced retirement without pay.

The new ROPA provision will allow an officer in such a situation to remain in an active status for the number of years of CST originally awarded but he must complete his 20 years of Satisfactory Federal Service (50-credit years) during the period of deferment. Of course, only those officers who have faithfully met prescribed standards each year since they were commissioned are affected.

The Marine Corps Reserve officer is an extremely valuable asset, and we never forget it. USMC

Rugged is the word for the training of Marines in Force Recon Companies. Here's what they do, and how they do it

By Maj Bruce F. Meyers

"WHAT QUALIFICATIONS DO I NEED FOR DUTY WITH A Force Reconnaissance Company?" This question is in the minds of many young officers today. Other questions:

"What will I do after assignment?"
"What will be my training?"
"How many men will I have?"
"Do I have to be an expert swimmer?"
"Where will I serve?"

Both FMFPac and FMFLant have organic reconnaissance companies for the conduct of Force level recon and pathfinder missions. The 1st Force Reconnaissance Company was formed in June 1957 at Camp Pendleton. It is now attached to the 1st Marine Division and supports both the 1st and 3d Divisions. The nucleus for the 2d Force Reconnaissance Company was formed and trained at Camp Pendleton. In April 1958 it was sent to Camp LeJeune, where it formed as a component of Force Troops.

Since the Force recon company's inception, the size has remained constant—14 officers and 147 enlisted. The internal organization, however, has undergone a number of changes. All of these refinements resulted from practical experience in this rapidly changing field.

Force recon companies have two missions. One is to conduct pre-assault and post-assault amphibious and parachute reconnaissance in support of a landing force. The other is to conduct pre- and post-assault pathfinder missions in support of a landing force.

The recon mission is accomplished by the injection of small highly trained teams by parachute, submarine, or surface means. The pathfinders provide terminal guidance for helicopter assault landings. Entry is made by parachute, helicopter, or surface craft.

How does the mission of Force recon fit into the overall intelligence picture? When helicopter assault doctrine became a reality, one fact became clear to experienced reconnaissance officers. The Marine Corps would need deeper intelligence. We would need more information on helicopter landing zones. Marines would be operating in areas much farther inland than ever before. No longer could we rely on the small, highly-trained amphibious reconnaissance patrol to land secretly and return with the neded information. Deeper penetration inland would enhance the possibility of capture. Some other means was required to give Marine recon patrols the necessary depth and flexibility.

Towards this end, Marine Corps Test Unit #1, with the advice and assistance of other Marine Corps test agencies, evaluated newer methods of entry for recon teams. Operational tests were run, sample organizations and missions were tried—and rejected. Finally, recommendations for formation of a Force recon company, combining amphibious and parachute entry, were made to CMC. The 1st Force Reconnaissance Company was formed soon thereafter.

Pathfinding, as such, grew at the same time. The parachute emerged as one of the most efficient methods of pathfinder entry prior to a helicopter assault. Therefore, pathfinding was added to the mission of Force recon, even though it had no pure kinship to reconnaissance *per se*.

Officer billets for Force recon companies range from major to lieutenant. The company is commanded by an 0302 infantry major. His executive officer, operations

officer, intelligence officer, and pathfinder platoon leader offer billets for four 0302 captains. The communications officer is a 2502. The supply officer is normally an 0302 lieutenant or captain who is a recent graduate of supply school on a supply tour. The seven 0302 lieutenants command either the ten-man pathfinder teams, or one of the three 14-man recon platoons. Each recon platoon consists of three highly specialized four-man reconnaissance teams capable of either parachute or amphibious reconnaissance.

Basic Requirements

Reconnaissance unit commanders prefer experienced officers, as does any commander. Previous duty with a recon unit is desirable but not required. Motivation, physical condition, intelligence, and an infantry background are some of the more desirable attributes.

Motivation is very important. The officer has to be a "charger" and willing to volunteer for difficult and arduous assignments. Called upon to participate in all types of training, he has to absorb the many facets of reconnaissance and pathfinding. An officer whose only desire is to be a parachutist or SCUBA (Self-Contained Underwater Breathing Apparatus) diver shouldn't apply. Openings are limited because complements of both units are normally full. Waiting lists are maintained, however, and vacancies are filled from among officers who keep on trying.

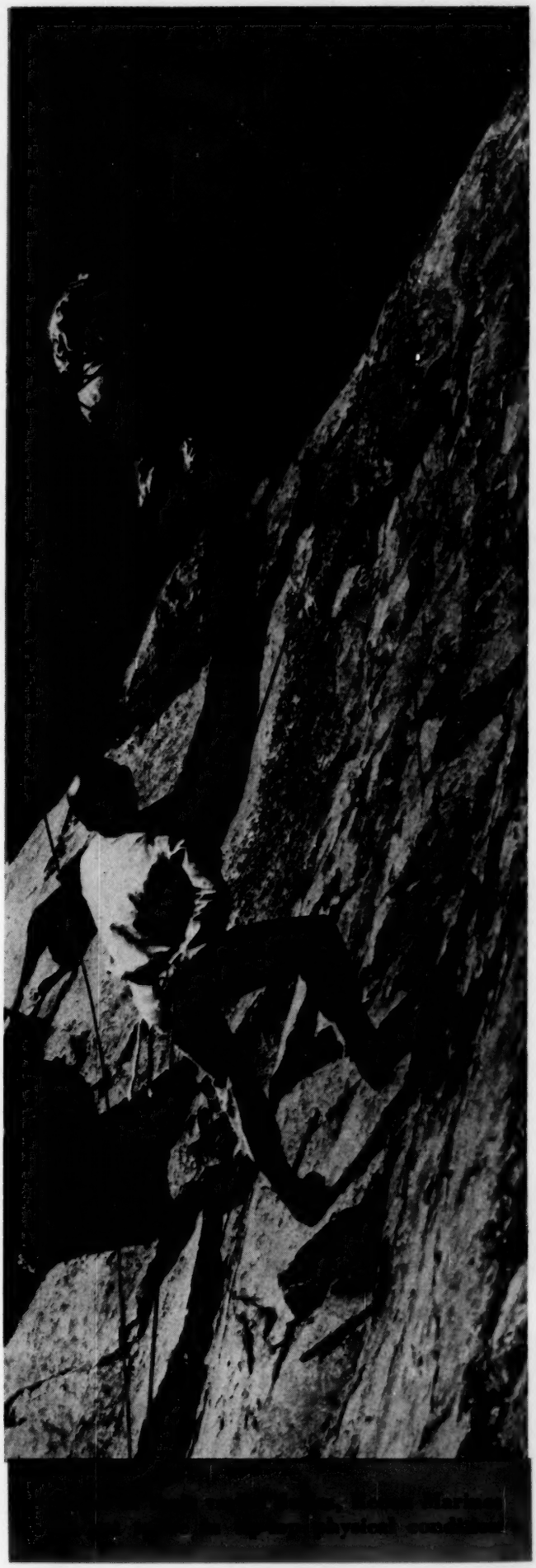
Physical fitness is another important requirement. This is not to say that all recon officers are outstanding physical specimens. There is a great demand on the individual in both training and operations. Part of the screening on application is the standard Army Airborne physical fitness test (DA Pamphlet 20-21). Before being ordered to the Airborne Course, a Marine must display an ability to do the following exercises within 45 minutes:

- Four pull-ups from the full hang (palm outboard)
- 36 squat-jumps
- 34 sit-ups in two minutes with hands behind the head
- 22 pushups
- 300-yard wind sprint in less than 62 seconds (added by the companies)
- Three 4-minute runs with two-minute walks between repetitions

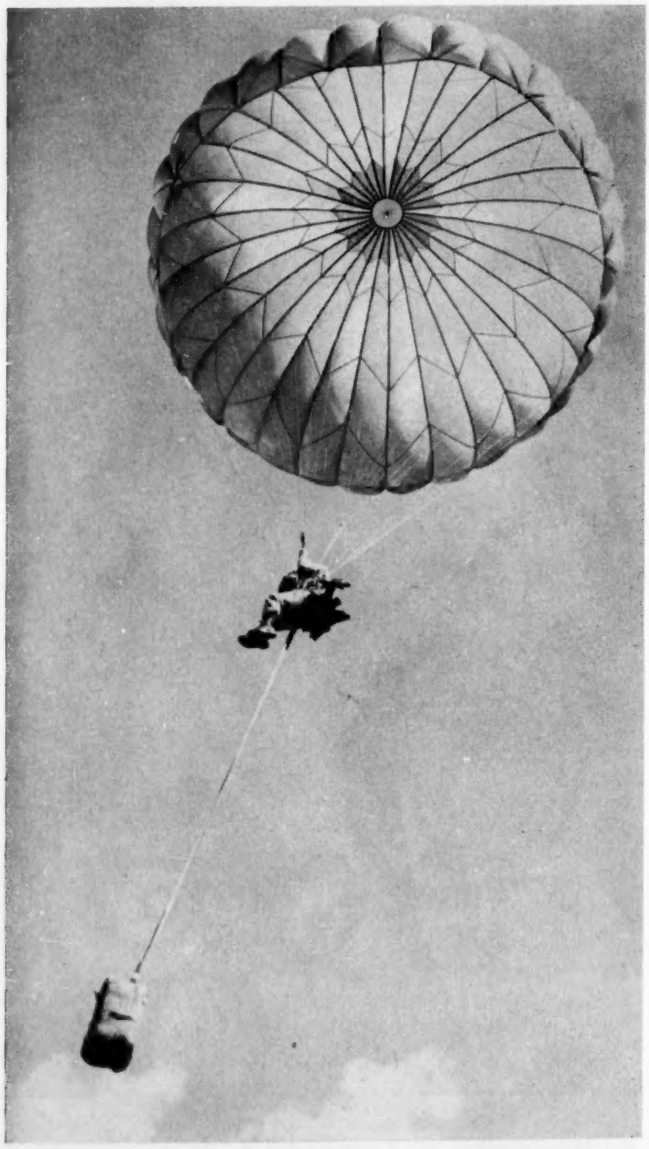
These exercises aren't easy. Officer applicants should work out for a few weeks to prepare for the screening PT test. The consecutive runs and the pull-ups usually are the most difficult for those who have never taken the airborne physical.

Medical Exams Given

Normally, a screening medical examination is given to applicants. This is usually merely an administrative requirement. Occasionally, disqualifying physical defects such as weak ankles or joints, or recurring injuries, will be discovered. Medical standards for SCUBA divers and parachutists are set forth in Chapter 15 of the Navy Manual of the Medical Department. Approximately 10-15% of all applicants fail the Navy diving physical for various reasons. Failure to equalize the ears in the re-



Swimming is a requirement. Most Recon Marines go to Navy diver or underwater demolitions schools



Recon Companies conduct local "pre-jump" training, graduates go to Airborne School at Ft. Benning

compression chamber, sinus and ear trouble, are the main disqualifying reasons. Officers are sought who can be assigned to diving, submarine, or parachute duty. If an officer can't qualify medically and physically for all three types of duty, chances for selection are reduced.

If an officer is in good condition and has no known physical defects, he should have no trouble passing the physical.

SCUBA and UDT Training

Swimming is a definite requirement. It's possible for an officer who is not a strong swimmer to be assigned to the Pathfinder Platoon. Assignment to any other billet requires swimming ability. At some time during their Force recon tour, officers undergo Navy SCUBA or UDT-type training. Additionally, an officer can expect frequent duty aboard submarines. Style in swimming is not a prerequisite—but strength is. A weak swimmer can't keep up the pace and would never be sent to SCUBA school. Style can be, and usually is, developed. An officer who is afraid of the surf, however, and who doesn't like ocean swimming, need not apply. Former training as a lifeguard or Red Cross lifesaving instruction, although by no means a requirement, is indeed helpful.

Ability to express one's thoughts clearly and rapidly is mandatory. The framing of clear, concise messages and the writing of reports are necessities. Frequently the recon officer has to present on-the-spot briefings of recon information to flag rank officers. Command decisions often are made from these briefings. Personal interview will usually develop whether an officer has adequate ability to express himself.

The desirability of having had infantry field experience is hard to overemphasize. Besides the basic leadership lessons that are learned only from experience in an infantry unit, many techniques of field work are acquired. Maps, compass, night movement, control, scouting and patrolling, camouflage techniques, message drafting and communication procedures are all necessary.

So much for the basic qualifications for acceptance. What training will the newly assigned Force recon officer undergo? Much of the sequence of formal schooling depends on the timing of assignment.

On-the-job Training

Upon joining, the officer is assigned to one of the operational platoons for on-the-job training. Recon training includes emphasis on scouting and patrolling, mapping, photography, communications, and practice mission briefings and de-briefings. Pathfinder training includes helicopter familiarization, considerable emphasis on communications, setting up and organizing helicopter landing zones, and over-all pathfinder procedures.

Physical training is stressed throughout training. Each platoon averages at least one hour per day of PT. Organized athletics, runs, practice parachute landing falls (PLF's), or the "daily dozen" lend variety.

Upon availability of a quota at the Airborne School at Ft. Benning, Georgia, the following sequence of training applies. First, the officer goes to a locally conducted

Pathfinder bails out of Grumman TF-1 "Trader" over Pendleton. Jumps are also made from Douglas R4D

"Pre-Jump School." This course usually runs from five to ten days. Here are presented the basic subjects later covered in detail at Ft. Benning. One of the primary purposes of the course is to eliminate inept personnel or those who won't be able to make the grade at Benning. Preliminary instruction is given in the following subjects:

- Body position (for exit from aircraft)
- Parachute landing falls (PLF's)
- Recovery from the drag
- Swing landing trainer (for teaching the student how to properly slip and steer the parachute)

Heavy emphasis is placed on physical conditioning and mental reaction. These are the two basic requirements for successful completion of jump school.

At Ft. Benning, the schedule is as follows:

- 1st Week—air transportability (officers and SNCOs only.
- 2d Week—ground training
- 3d Week—tower training
- 4th Week—five novice jumps and qualification

Upon return to Force recon, parachute training is intensified and pointed toward Marine Corps needs. The officer takes a course in Marine Jumpmaster qualification. This consists of a minimum total of 15 jumps. Day and night training jumps as stickleader, assistant jumpmaster, and drop zone control officer are included. Equipment jumps are made from the type aircraft used in Marine Corps pathfinder and para-recon work. The Grumman TF-1 "Trader" and the Douglas R4D "Skymaster" are the primary aircraft.

All pathfinder jumping is static line. Here the jumper hooks up to an anchor line cable in the aircraft prior to exit. As he leaves the aircraft the parachute is literally pulled off his back. Pathfinders usually jump much heavier loads of equipment (80-100 lbs per man) than recon jumpers (30-40 lbs per man). They also drop from lower altitudes (1,250 feet).

The reconnaissance jumper moves up to a more specialized form of jumping known as free-fall. Here the jumper leaves the aircraft and takes up a pre-determined delay before pulling his ripcord. Free-fall jumping allows exit from high speed jet aircraft and from bombers at high altitude. Advanced free-fall training is accomplished locally. In the case of the West Coast unit, both Pendleton and the Naval Parachute Unit at El Centro are used. Here the recon jumper makes five to ten day

Maj Meyers fills the bill if you're looking for a Recon man. He likes flying, mountain climbing, skin diving, and skiing. He is also a qualified parachutist. He has been through the Infantry Officers' Advanced Course and the Airborne Course at Ft. Benning. He was Officer in Charge of the Amphibious Recon School, Coronado, Recon and Pathfinder Project Officer at Camp Pendleton and CO of 1st Force Recon. After a tour in G-3, HQMC, he was assigned recently to the Office of the Assistant Secretary of Defense (Legislative Affairs).

Marine Corps Gazette

May • 1961

An important Recon Company mission is to select landing zones for helicopter assault forces

and night free-fall jumps from various types of aircraft. This normally includes exit from the F3D "Skynight" twin-jet fighter. Although the F3D is being phased out of Marine aviation, it serves to teach the basic techniques for jumping from jet aircraft. These methods are usable on more modern jet bomber aircraft, including the A3D "Skywarrior" or the AJ-2 "Savage."

Average 30-40 Jumps A Year

During the course of a year, counting both operational and training jumps, the average officer is required to jump 30-40 times. Only four jumps are required each year, however, for pay purposes. Incentive pay is $110 per month for officers and $55 per month for enlisted.

To the officer assigned to one of the recon platoons, SCUBA diver training is a must. A five-week course in SCUBA is held at the Navy School of Underwater Swimmers, Key West, Fla. Special 3-5 week courses are also conducted at the Submarine Training Towers. These are located at the Submarine Bases at New London, Conn., and at Pearl Harbor.

The SCUBA student is given a thorough course including the following: (1) Diving physiology; (2) Diving physics; (3) Basic swimming strokes; (4) Use of the aqua lung; (5) Underwater compass swims; (6) Underwater searches; (7) Bounce dives to qualify over 100 feet; and (8) Buoyant ascent techniques (for submarine escape).

Upon return to the company, SCUBA and swimming training continues with periodic operations from submarines. At least one 50-foot dive, one 70-foot dive, and two 500-yard underwater compass swims must be made every six months for retention of qualification. Incentive pay for SCUBA divers is authorized.

Other schools are available for Force recon training. One is the eight-week Ranger School at Ft. Benning. This is an excellent advanced scouting and patrolling school and is a great confidence builder. A six-week Special Forces School is available at Fort Bragg. N. C. It provides a thorough course in guerrilla warfare. The seven-week Pathfinder Course at Ft. Benning is a good over-all course in Army pathfinding techniques. Communications and aircraft/helicopter guidance procedures are emphasized.

Description of advanced company training operations indicates the type of internal training the newly assigned officer will get.

Off-base Training Conducted

In both recon and pathfinding, local training areas (e.g., Camp Pendleton) lose training value after a short time. Marines become so familiar with the terrain that little real practice is acquired in map reading and cross-country travel techniques. This skill is required in actual missions over unfamiliar terrain. Therefore, off-base problems have become routine. Initially, problems

of land-use permits and notification of law enforcement agencies for such off-base operations arose. These were quickly solved.

A Typical Exercise

Operation Stonewall, conducted in Southern California in September 1957, was designed to exercise every element of the 1st Force Reconnaissance Company. A remote drop zone 55 miles SE of Camp Pendleton was use for the parachute phase of the operation. Each recon and pathfinder team was slated to make a night drop into this drop zone. Reconnaissance teams all were assigned realistic individual recon missions. These were flood-control dams 15-20 miles from the drop zone. The recon teams dropped at night, moved overland, took cover and observed during the day, moving to their assigned objectives. Here, penetration of enemy security defenses had to be made to gain photographs and water samples from the dams. After getting their assigned information, the recon teams had to make their way another 15-20 miles to assigned rendezvous and pick-up sites. Total overland distance was 30-40 miles.

Several teams were picked up by partisan forces. Service elements of the company, dressed in civilian clothes and driving civilian cars, acted as partisans. The bulk of teams made their way to an abandoned Navy airfield for a dawn recovery by Navy aircraft. This pickup was made using short-field landing and take-off techniques. This method of pickup was very realistic. The TF-1 aircraft flew into the area at low altitude (underflying enemy radar cover). They touched down in a carrier-type landing, swung around and loaded the four-man recon team and were off the deck in 90 seconds! (This method was later used with great success on Operation Strongback in the Philippines).

The pathfinder teams jumped in on alternate nights and set up a night helicopter landing zone. At the scheduled time for the helicopters to arrive, a message was sent to the pathfinders, aborting the landing in that zone. Orders directing burial of equipment and evasion overland to friendly lines were given. The teams evaded aggressor patrols along selected 35-mile routes back toward Camp Pendleton.

It was mandatory to notify local law enforcement agencies of the operation. The Border Patrol, local sheriff and police departments, Highway Patrol, and the FBI were called. All of these agencies were sent forms to report any observation or civil reports of the recon and pathfinder teams. None of the Marines was sighted.

Every element of the company was exercised. The intelligence personnel worked on the acquisition and annotation of photos and route maps. The operations and intelligence sections spent many days on detailed pre-operational briefings and post-operational de-briefings. Service elements were used in support and aggressor functions.

Operation Successful

A total of 55 Marines was parachuted at night into a completely unfamiliar drop zone, over a five-night period. They jumped from both jet (F3D) and prop type (TF-1, R4D) aircraft. Every element of pilot briefings, route selection, drop zone identification, and the parachute jump was exercised. Once on the ground, all facets of recon training were used. Included were cross-country movement and evasion of enemy (local) civilians and aggressor patrols. Acquisition of information, and return to friendly areas for pickup completed the exercise.

Since this first, large-scale off-base problem, a number of similar, realistic, off-base exercises have been made with considerable success.

This article will not have answered all the questions of all prospective recon Marines. Its purpose was to paint a broad picture of the qualifications candidates must have, and the training they can expect. If you're a candidate—good luck! USMC

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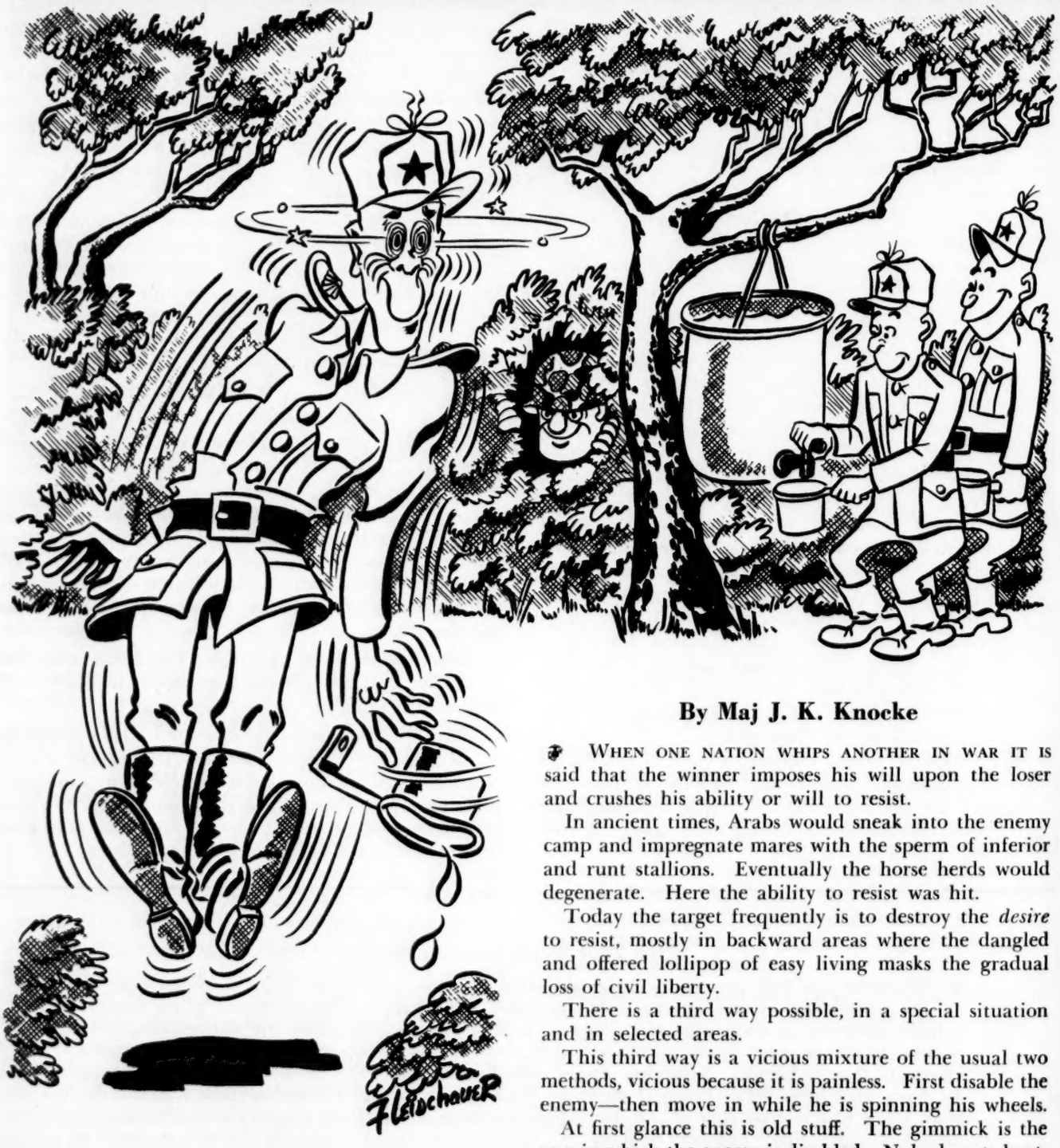
On Your Mark, Get Set, . . .

PILOTS OF THE F-86 FIGHTERS IN KOREA delighted in taking every opportunity to demonstrate the superior performance of their aircraft to Marine pilots. The F9Fs and their Marine pilots were repeatedly subjected to undignified mock attacks. Being no match for the F-86, the Marines were forced to suffer in silence—until the fertile brain of then Captain "Hoot" Gibson devised a scheme which put an end to these indignities. Returning from a mission, he and his F9F were thoroughly trounced by an Air Force pilot in an F-86. Tiring of the sport, the F-86 joined on the F9F and the pilot suggested they make a low pass together over an Air Force Base nearby to "impress" the ground crews. This was just the opportunity "Hoot" had been waiting for. Agreeing, provided he could set the pace in order to keep his F9F out of Mach effect, Hoot led the two airplanes to the edge of the airfield in a steep glide at about half power. Feigning Mach effect and attendant loss of control, he cried, "Speed brakes out—NOW!" The pilot of the F-86 extended the airplane's speed brakes, but Hoot added full throttle to the weary F9F and in full view of several hundred gawking airmen, left the F-86 as though it were standing still.

$15.00 to Capt J. G. Martz III

SPACE AGE CONQUEST



By Maj J. K. Knocke

WHEN ONE NATION WHIPS ANOTHER IN WAR IT IS said that the winner imposes his will upon the loser and crushes his ability or will to resist.

In ancient times, Arabs would sneak into the enemy camp and impregnate mares with the sperm of inferior and runt stallions. Eventually the horse herds would degenerate. Here the ability to resist was hit.

Today the target frequently is to destroy the *desire* to resist, mostly in backward areas where the dangled and offered lollipop of easy living masks the gradual loss of civil liberty.

There is a third way possible, in a special situation and in selected areas.

This third way is a vicious mixture of the usual two methods, vicious because it is painless. First disable the enemy—then move in while he is spinning his wheels.

At first glance this is old stuff. The gimmick is the way in which the enemy is disabled. Nobody gets hurt,

Dump a few grams of LSD-25 into an enemy's Lyster bag and you can capture their toughest outfit with a butterfly net

except a few by accident perhaps, and there is no property damage.

Should this third method be used, the disabling agent will likely be a member of the so called "psycho-chemical" family of drugs, possibly similar to LSD-25 whose full handle is *D-lysergice acid diethylamide.*

This is the stuff that causes pussycats to panic at the sight of mice, as was shown in a recently released film.

The drug will be fed into either the food or water supply, most likely the water. One adept man and a normal amount of luck is about all that would be needed. Whoever drinks the water will be pretty much useless for about a day.

People react to a drug of this type in many ways, but in general these reactions may be expected:

There will be some worrywarts. They will sit and worry up a storm, but won't be able to explain what they're worried about.

Some will merely go to sleep, wake up, and fall off to sleep again.

There may be a group of walkers. Doggedly pacing on a treadmill to nowhere, this group may worry as well but will walk for miles.

A group of tremblers can be expected. These will feel cold, have fits of shivering, and will sit and shake.

A very few may become violent and can hurt themselves or others. A heavy hypo of sedative is about all that can be done for these folks.

Some will drink the water and by chance isolate themselves from human contact. They will become convinced that they have gone insane.

A few will insist that the world is coming to an end; for the rest of the day they'll be more right than they know.

Nearly all affected will feel or imagine figure distortion and lose some sense of space and form. Many will suffer mild illusions, or have pretty color patterns pop up in space. Some will also "hear" messages from Pago Pago.

Otherwise staid types will get a huge charge of humor from drugs of this type. Giggling will be common.

Perhaps the most widespread reaction will be an inability to concentrate for more than a few moments at a time. For persons in positions of command, this is the most critical and dangerous reaction of all.

While many will view the world through an unfocused but yet clear camera, all will be able to recognize that something is wrong. The strong types will make heroic efforts to avoid the effects. It will be pretty much a hopeless fight.

A surprisingly large number will know there is sand in the gears but won't give a damn.

All or part of the symptoms will come and go in very irregular cycles. During lucid periods people have full command of their normal faculties. The hitch is how to tell when the lucid period is at its peak. Once in a loony phase, the subject is off to cloud fifteen and rides the tide.

A loss of time sense is almost universal. A few seconds on the cloud may seem like hours—or the reverse may be true.

Maj Knocke was liaison officer to the Army Chemical Corps School at Ft. McClellan, Ala. before he came to Senior School. His article is not a product of a "Happy Hour" jam session. His duty in the Corps runs the gamut of standing main gate watches at NAD Oahu to being an instructor at Ft. Sill. During his 17-year tour he has collected a DFC, an Air Medal w/Gold Star and the Army Commendation Medal. He got them flying as an artillery observer with III MAC at Guadalcanal and Okinawa during WWII.

Consider the use of a drug of the LSD-25 type as a military weapon, and purely as an example let us conquer a small city.

The drug is introduced into the municipal water works a few hours before dawn. Depending upon the habits of the populace, a large number should be exposed a few hours later, by early morning. Assume half the populace is affected.

Helicopter forces are poised just over the border waiting for the word to move in and take over.

A few hours after exposure, attempts to execute any organized plan to defend the city will make the weil known Chinese fire drill seem a gem of efficiency by comparison. The normal half of the populace will be faced right off with a problem that would be tough enough at best. Some officials will be drugged, others will not. Sorting out who's on first is the initial poser.

The half that tries to repel boarders will be "helped" by a casually interested and weirdly assorted gang of pixies.

The giant bogey of indecision dominates the minds of underlings used to following, used to being told. Existing confidence in leaders is undermined, shaken at first; finally *all* decisions are suspect.

Military defenders are having their lumps too. They drank the same contaminated water.

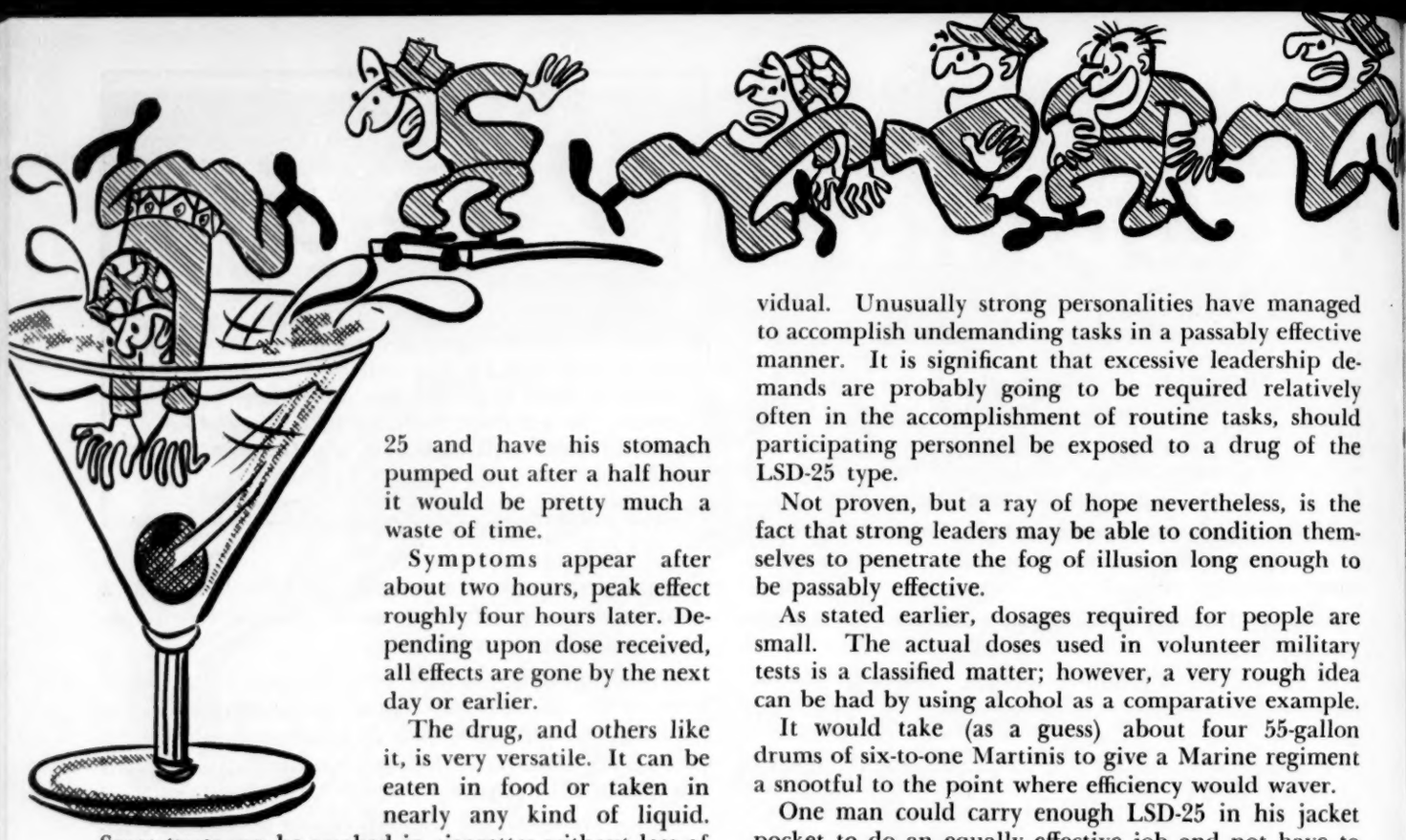
Efforts to resist the invader would make an interesting movie. People would dismiss it as "another one of those dopey science fiction things using trick photos."

As the day wears on the effects of the drug wear off, but the invader has carried the field. There has been little effective aimed fire by the defender; there has been minimal firepower needed by the attacker. That which was used might be measured in clips per man, not in megatons.

It could look like this when the chain is pulled.

Produced from Ergot, a rye fungus, by a Swiss chemist in 1938, LSD-25 was just another chemical until 1943. At that time it was found (by accident) to produce illusions in men and animals when eaten or drunk.

Dosages are very small, and have very positive effects on persons after only short periods of exposure. For example, if a man were to drink water containing LSD-



25 and have his stomach pumped out after a half hour it would be pretty much a waste of time.

Symptoms appear after about two hours, peak effect roughly four hours later. Depending upon dose received, all effects are gone by the next day or earlier.

The drug, and others like it, is very versatile. It can be eaten in food or taken in nearly any kind of liquid. Some types can be smoked in cigarettes without loss of potency. A harmless looking grayish white powder, it is simple to handle and not difficult to store.

Because of its ability to be absorbed in a variety of compounds and for other chemical reasons, LSD-25 is difficult to detect with routine chemical tests. Ironically, it is almost impossible to detect when dissolved in water treated with usual purifiers, such as the commonly used chlorine compounds.

As silly as it sounds, studies with fish may point to methods of testing for the drug's presence. Siamese fighting fish and some types of female guppies (pregnant) react to low concentrations of the drug in body fluids. Tropical fish are reasonably scarce items in military budgets.

LSD-25 is not the only member of the psychochemical zoo; it is merely one of several possibilities.

Mescaline, long the favorite tanglefoot of the Apaches, comes from the buttons of the mescal cactus. Chew or brew enough of these buttons and you go puma hunting with a flyswatter.

Early in the 16th century, Spanish invaders found a small mushroom growing wild in Mexico. They found that if a few were eaten raw travel time back to old Madrid was cut down to a few seconds with exceedingly interesting scenery enroute. Today a drug called Psilocybin is a derivative of this mushroom and has much the same effect as that noted by the Spanish.

LSD-25, peyote, mescaline, Psilocybin and the like are being used today in treatment of certain mental disorders and early reports hold some promise.

Some drugs appear to combat the effects of some of the psycho-chemicals but not much is known in this area at this time. Commonly used vaccines have no protective power against the compounds cited.

The total effect upon a person exposed seems to depend in part upon the dose, in part upon the individual. Unusually strong personalities have managed to accomplish undemanding tasks in a passably effective manner. It is significant that excessive leadership demands are probably going to be required relatively often in the accomplishment of routine tasks, should participating personnel be exposed to a drug of the LSD-25 type.

Not proven, but a ray of hope nevertheless, is the fact that strong leaders may be able to condition themselves to penetrate the fog of illusion long enough to be passably effective.

As stated earlier, dosages required for people are small. The actual doses used in volunteer military tests is a classified matter; however, a very rough idea can be had by using alcohol as a comparative example.

It would take (as a guess) about four 55-gallon drums of six-to-one Martinis to give a Marine regiment a snootful to the point where efficiency would waver.

One man could carry enough LSD-25 in his jacket pocket to do an equally effective job and not have to worry about the olives.

LSD-25 is fairly expensive to produce. It requires a complex factory for processing, but is not greatly more complex or expensive than certain other drugs of this day.

Naturally enough, the US Army Chemical Corps is deeply interested in LSD-25 and similar drugs as potential military weapons.

Volunteers have been exposed to the effects of the drug at Fort McClellan, Ala., and elsewhere. These tests were conducted under rigid medical supervision and no harm came to any participant.

Since many of the test results were of special military interest, the actual results are classified. The reactions and general behavior patterns described have resulted from extensive civilian research, mainly in the field of mental disorders.

At the moment, LSD-25 is not a military weapon available to Pfc Marine. It, and drugs like it, may become weapons if test results and research data justify the expense of production when balanced against likely advantage gained by their use, if any.

LSD-25 may never, therefore, become a weapon. And even if it does, it certainly won't win a war all by itself.

LSD-25 may represent a step towards a new military concept. Used in conjunction with other incapacitating chemicals, a war could perhaps be conducted in a bloodless atmosphere without the property damage associated with conventional or nuclear explosives.

Clearly, the advent of psycho-chemicals raises an issue which must be faced eventually. The sooner both the military and the general public accept the totality of modern war the better we will be prepared to win.

A new dimension has been added to warfare. The mind of the individual, military and civilian, has become a legitimate target. USMC

BASEPLATE

Mc GURK

Cousin Pitz knew his way around women but was a fowl ball in Bertram-the-barkeep's book

"NONSENSE!" GROWLED BERTRAM-THE-BAR-KEEP. "Pure uneducated civilian gibberish!"

"How's that?" exclaimed T. Wellington Pitz, my third cousin on my father's side, who was passing through on a business trip.

"You're not even firing on the right target, that's how," replied Bertram. "No man can serve two masters."

"Well, really!" Wellington said with disapproval. "In my crowd we don't have the help interjecting themselves into our conversation. Uneducated am I! I'll have you know I'm Phi Beta Kappa—you oaf!"

Fortunately, at that time Dusty and Tex barged in, nodded to me, insulted Bertram succinctly, and as usual came off second best in the exchange. Only then did they notice the scholarly looking civilian sitting next to me with his nose curled like a mess sergeant inspecting a pan of fried liver.

"I do hope you can save him, Reverend," Tex boomed clomping old Wellington on his skinny back and practically unseating him. "He must have had some awfully fast friends before the Corps tried to straighten him out."

"Well, really!" sputtered good old Wellington.

After introductions had been made, I explained about Cousin Pitz. I told how he had been in one of the other services until recently and had stopped by to give me the benefit of his experience and wisdom concerning service life. His present occupation I defined as district manager for a firm manufacturing women's foundation garments.

Fifteen minutes later, after Tex and Dusty were finally convinced that Wellington had nothing to do with the end of the business that uses live models, they sat back in disappointed exhaustion.

"Well now!" Wellington said enthusiastically. "Now that we've settled that, it's apparent you fellows are interested in merchandising when you get out. I'll tell you, as I was telling my cousin when you arrived, how I prepared myself while I was in the service. It's really very simple. I just always sought jobs that would better equip me, that's all.

"Well, really, not all! Because I read and read and studied and studied. I conscientiously prepared myself for civilian life instead of going overboard on the military side.

"Of course," he added primly, "I always performed my duties satisfactorily. Or, at least, I tried to."

"A churk!" sniffed Bertram who by now had elbows on bar, chin on hands, and eyes skewering Wellington like he was a sentry with his shoes off.

"A what?" asked my startled cousin, swallowing the bait innocently.

"A churk," repeated Bertram-the-bar-keep, maintaining a gimlet eye on good old Wellington who was beginning to squirm. "This increment is half chicken and half turkey. It has a long scrawny neck with white skin and scraggly dark feathers. It is rated at about half the intelligence of its parent stock or about the same as some species of people.

"Oh, yes," he added maliciously, "being a hybrid, it *too* has a crooked beak and walks pigeon toed."

"I am quite sure that I don't know what you're driving at, my good fellow," retorted Cousin T. Wellington Pitz with what dignity he could muster.

"It's simple!" proclaimed Bertram. "Let's say the turkey represents a civilian and the rooster a Marine. Individually they're pretty rare birds and this would be a sadder world without both of them. However, when one of them tries to be both, he's nothing. He's a 'churk'—can neither gobble like a turkey nor crow like a rooster."

USMC

OBSERVATION POST

This department is for new, constructive ideas. They may be controversial; they must be short. Payment at regular rates on publication.

A Modest Proposal

By 1stLt A. B. Krongard

THE EARLY 1700's FOUND IRELAND in the midst of a terrible famine; hunger was general, starvation frequent. While the Irish withered, the rest of the world remained unconcerned and oblivious. It remained for a man of vision, Jonathan Swift, to devise a solution to the problem of the famine while others merely nodded and pshawed. In his *Modest Proposal for Preventing the Children of Poor People from being a Burden to their Parents or the Country* (by fattening and eating them) Swift analyzed the problem and offered a sound, pragmatic solution. Unfortunately, there were several unimaginative men in positions of authority who lacked the prescience to appreciate Swift's idea. Because of these men, countless others continued to go hungry.

Today, nearly 250 years later, The Marine Corps is suffering a fate similar to Ireland's if a bit more subtle. While the Irish starved from a lack of food, we starve from a lack of good training. As they needed food to restore their energy and stamina, we need training to restore our pride and prestige of which everyone speaks with reverence and nostalgia. More important, we need such training in order to maintain our reputation as the most efficient fighting men on the face of the earth. This is our mission, our purpose for existence. A decline in the ability of today's Marine can be blamed on a "softer" America, the difference in today's recruits, or any number of things. However, the intrinsic capabilities of the individual are beside the point; if he is below par, it only means that his training must be better and more concentrated so that we may compensate for such deficiencies. This must be done; to do it, I offer this "Modest Proposal."

Every year the Marine Corps will allocate one hundred lives for training purposes. This means, simply, that we shall be in a position to kill off these men in whatever manner we choose. By simple multiplication, we find that we have at our disposal one thousand lives for every 10 year period, which for practical reasons will be the basic temporal element of the scheme. Beginning each year with one hundred lives already credited to training accidents, we may rigorously pursue a new type of schooling with an emphasis on live fire problems, forced marches, and strenuous obstacle courses. There will be no easing off or watering down for fear of Congressional interference or bad publicity so long as the number of deaths does not greatly exceed one hundred. Some years, there will be more deaths, some years less, and S-3 officers will make alterations accordingly.

After much thought, I conclude that although the death rate might exceed one hundred for the first year or two, it will soon subside due to the increased proficiency of the troops developed out of a newly acquired, deeply rooted interest in field problems. This, then, might create a problem of dealing with the remainder of the thousand lives owed the Corps every tenth year. However, the problem is easily solved in any number of ways, all of which would be beneficial. For example, if we had only used up 790 lives at the commencement of the "jubilee year," we might choose to eliminate 210 captains, thereby alleviating the promotion hump at that level. After the elimination board (acting much like a promotion board in reverse) met and had made its decisions, those selected could be used to test new body armor designs. On the other hand, think of the possibilities for bigger and better JCOC demonstrations. For their share in the festivities, all concerned would be immortalized in Marine legend and guaranteed a niche in Tun Tavern. In effect, we would be doing those selected a favor. Is it not better to be dead than passed over for a second time?

Needless to say, there will be those who disagree with my plan. These Philistines will wish to quibble over unimportant details of the plan. Some will advocate a figure of more than 100 lives per year, some less. The statistically minded will want to create an obtuse formula based, no doubt, on that old warhorse, "the needs of the service," which will mathematically derive an equitable quota.

The hard-chargers will complain that it is criminal to limit the plan to only one thousand lives every 10 years. Doubtlessly, the "2" sections will balk at the idea entirely when the Russians claim that they thought of it first. Occasionally, an obstinate CO will, by means of close and careful supervision, go for an extended period of time without any accidents at all and through an unauthorized use of his influence, manage to keep his men from selection by the elimination board. There are always men like this, men who constantly resist what is best for the Corps, but under our plan we have a very efficient way of dealing with them. In every FMF unit of battalion size which does not produce at least one bona fide training fatality, we shall take the CO, XO, and S-3 and let them roll dice to see whose carcass gets raffled off, all proceeds, of course, going to Navy Relief. This would certainly make the brass take a strong, if distorted, interest in the welfare of their men. However, better a distorted interest than none at all.

Alas, none of the above is too important; what is important is that we all agree on the essence of the proposal. Do we remain the finest fighting unit in the world, or do we acquiesce to the fate of mediocrity? Do we stand as the last fortress against the juggernaut of "Momism," or do we, too, surrender to its influence? Do we flourish at the expense of one hundred lives per year, or do we languish at their survival? USMC

3415 Wabash Ave.
Baltimore, Md.

Recovering the Nuclear Fumble

By CWO W. L. Vick

"EMERGENCY!! A SPECIAL WEAPON has been accidently released in the vicinity of Shookville. They want some trained personnel out there to take care of it. Do we have anyone we can send?"

This could happen to you? Let's hope not, but it is happening. Accidents in handling and transporting. A plane crashes on landing or take off. Fire in a storage area.

A damaged, possibly burning, nuclear weapon may be the result. Who is responsible for rendering this weapon safe and disposing of it?

Responsibilities are outlined in NAVMC 2513 dated 24Aug60, titled "Responsibilities for Explosive Ordnance Disposal." Marine Corps responsibilities are stated as follows:

"The control of the disposal of any nuclear weapon for which a service (Army, Navy, Air Force or Marine Corps) is accountable will remain with that service regardless of the location of that item."

A command's responsibilities are outlined to the extent and under the conditions set forth below:

"It is the responsibility of a command which becomes aware of an Explosive Ordnance Disposal incident involving its own equipment or that of another service or agency, regardless of assigned operational responsibility, to take emergency measures within its capability to neutralize, prevent, or limit possible damage or injury pending assumption of control by the responsible service or agency."

How's that again?

Well, anyway, now that the responsibilities are defined, let's look at the Marine who is trained to do the job:

He's an EOD technician (Enl MOS 2336, Off MOS 2045). He must have completed the EOD/Nuclear Weapons Disposal (hereafter referred to as EOD/NWD) School at Indian Head, Md., and he must return to the school every two years for a refresher course and more training on new weapons and developments.

These EOD/NWD men are members of local EOD/NWD units. OPNAV INST 8027.6A with enclosures (1) and (2) dated 11 April 1960 assigns each of these units either the responsibility for EOD/NWD or lists them as having the capability.

The question may now arise, "What's the problem? We have a responsibility. We have school-trained Marines organized into units to fulfill this responsibility." At this point I must identify myself as an EOD officer and proclaim that all is not well. There are some problems that are hindering our effectiveness. Two of them:

Problem one: Misassignment of EOD/NWD units—In a number of cases these EOD/NWD units have been assigned to a parent organization whose mission is in no way aligned with that of EOD/NWD. This situation can develop into a lack of understanding of the EOD/NWD responsibility or its importance. Working under this handicap, some of our units are not equipped with the special tools, clothing and monitoring gear needed. Others who are equipped cannot get operational plans set up for transporting the unit and equipment to the incident site in the event they are called.

Problem two: Lack of well organized and supervised training programs—Having listed the schooling and required refresher courses the EOD man must have, it may appear there is no need for constant local training. But with the large number of weapons concerned and their complexities, a person cannot retain the large amount of technical information required. Further, units are continually getting new and changing information brought about by new weapons and ideas.

EOD units have other problems but I feel these two are the most urgent. I believe the one thing needed to overcome these two problems is CONTROL. Here's how you go about getting it:

We presently have one EOD Company in the Marine Corps. This company is made up of a company headquarters and three platoons. Two of these platoons are detached, one to the 2nd and one to the 3rd Marine Division. The company headquarters and one platoon are with the 1st Marine Division. This company headquarters section of two officers and fourteen men does not maintain any control or assistance, either operational or administrative, over the two detached platoons.

The first part of my recommendation is to delete the support personnel (cooks, auto mechanics, etc.) from the headquarters section, add one CWO MOS 2045 and two enlisted GySgts MOS 2336. This would give us a section of three officers and seven enlisted, a savings of five men.

Next, move this new headquarters section from its present home at Camp Pendleton to MCS, Quantico, Va. where it could have direct personal liaison with the EOD/NWD School and Technical Center and HQMC. Set this section up as the control group for all Marine Corps EOD/NWD units with the following task and mission.

Task—Conduct a study of the location of the various EOD/NWD units and submit recommended changes in T/Os to HQMC. This would put local units more in line with the mission and responsibilities.

Task—Recommend to HQMC a more direct chain of command between the control group and the units for requesting and forwarding technical information.

Task—Establish a training program for all EOD/NWD units. Once this program is under way, send inspection teams to each unit to insure they are maintaining a high degree of training and readiness.

These tasks will have to be accomplished before the control group can start performing the below suggested mission properly.

Mission—Monitor all phases of EOD/NWD within the Marine Corps. Establish liaison with EOD/NWD commands of the other services and agencies. Supervise Marine Corps EOD/NWD training and readiness program. Prepare and submit to HQMC recommendations designed to insure more efficient use of Marine Corps EOD/NWD units in fulfilling their mission.

This is the first step. Once organized, this control group will no doubt see more steps that are needed. They'll be in a position to initiate appropriate action.

As long as we continue to fly, handle, and transport nuclear weapons, the possibility of a nuclear accident is ever with us. And unless appropriate action is taken now to insure that our EOD/NWD units are trained, equipped, and in a complete state of readiness, some of us may one day have front row seats to observe the "mushroom cloud" as it forms.

USMC
USNEODTC
USNPP
Indianhead, Md.

OBSERVATION POST CONTINUED

Modernization: Our Next Step

By Capt H. E. Shore

SINCE THE END OF THE KOREAN CONflict the Marine Corps has found it necessary to perform the same mission with fewer Marines. As a result, some units are unable to accomplish their tasks; many do so only through monumental effort. A number of moves have been made to achieve increased personnel economy and improved training efficiency; the unit transplacement program is one of the major steps taken and it has proved successful. Implementation of the unit transplacement system, however, has laid bare other areas where big savings in Marines and their training can be made, primarily among infantry units.

In the division infantry battalions are grouped under regimental control. However, during regimental field exercises the regimental commander can provide no supporting arms and little material assistance to the battalions; in fact, it is often the other way around. In garrison the infantry regiment becomes just one more administrative link in the chain of command. The regimental commander is of little service to his battalion commanders since the latter are directed by the division commander as to what training is to be done. The amount of paperwork done by a regimental staff is staggering, but most of it involves correspondence between division and battalion headquarters. Not only is regimental paperwork unnecessary! This seemingly blasphemous statement can best be substantiated by explaining how infantry units would function without regiments.

- In garrison, battalions would deal directly with division in all matters, eliminating time delays formerly caused by regimental endorsements of correspondence.
- Marines now serving in regimental billets would be reassigned.
- Organic regimental equipment would be transferred to the appropriate division support unit.
- Training would be conducted as it is now, in accordance with division directive.

When combat or a field exercise dictates use of regimental commands, provisional regiments could be set up, just as provisional brigades are now formed. CPX's and division/wing exercises would provide adequate training. A provisional regiment could be maintained in the same status as the current "ready BLT's." Where necessary, division staffs could be augmented slightly by Marines from disbanded regiments. Even so, there would be a significant overall savings in manpower.

The success of the unit transplacement program gives evidence that streamlining present command levels can save even more money and Marines, raise training efficiency. The infantry regimental command has outlived its usefulness, except in special circumstances. USMC

406 Dogwood
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How to Win at Poker

By Capt E. N. Snyder

IF NOT ALREADY HERE, THE NUCLEAR deterrent stalemate is not far away. One still hears rocket-rattling references to atomic capabilities and delivery systems, but responsible leaders of governments and top military commanders of both sides have pretty well agreed that nobody can win the all-out nuclear war regardless of who first pushes the button. Keeping this in mind and considering that the stated goals of Communist doctrine are to nibble us to death with one big cold war and numerous small hot ones, the US military role of the future appears to be clearly defined as an international constabulary force for the Western bloc. The missions involved in such a concept consist of:

- maintaining the necessary deterrent capability to sterilize the threat of nuclear war
- stopping and limiting any sudden aggression before the enemy's attack can gain momentum
- organizing, training, equipping, and supporting our smaller allied armies until they can become self-sufficient
- reinforcing with garrisons or landing forces wherever requested or needed to stabilize a political situation while standing as visible symbols of moral and military support to both governments and populaces.

It is in carrying out the last two missions that awareness of more than "fringes" of non-military fields pass from a desirable attribute to an absolute requirement. The most important side effect resulting from "showing the flag" and organizing fledgling armies is the creation of internal stability in the country involved. It is here that the "technical-minded" officer is a hazard to the conduct of foreign policy, and the "politically-aware" officer needs to know a lot more than a smattering of the economic, political, governmental, and socio-cultural characteristics of the national group concerned. In operations of this nature the political warfare dimension has become extremely important and is growing increasingly predominant in all military operations of this "no war-no peace" era.

With the present emphasis on assignment of unrestricted officers to all but a few highly technical billets, almost any officer can find himself acting in one of these quasi-political agent roles. In preparation for this type function and in preparation for higher rank and/or command, it behooves the modern-day officer to make himself aware of the social and political consequences of military operations. Failure to appreciate these consequences can well lead to tactical victory but ideological and political defeat in the atomic-age international poker game. USMC

2507 Chapman Road
W. Hyattsville, Md.

Let's Transfer Ontos to Barstow

By Capt Bernard E. Trainor

ONTOLOGY MAY BE DESCRIBED AS THE science of reality, the investigation of the essential properties of a thing.

What, pray tell, does this philosophical noun have to do with the profession of arms?

With apologies to Plato and the gang, we will take the disciplines of ontology and apply them to the existing "thing" which has bastardized its name—Ontos.

If consigned to the limbo of Barstow tomorrow, Ontos will have shared the distinction (with cotton khaki battle jacket) of being one of our Corp's more short-lived expressions of individuality. It is doubtful that the plaintive wails which attended the honorable retirement of the "60 mortar" would ever echo around the driver's hatch of the tracked "Dempster-Dumpster." Rightly so, for weighing about the same as a healthy pachyderm, Ontos is a white elephant in our family of versatile weapons.

This air-transportable orphan was adopted with sincerity by the Corps, during a period of helicopter intoxication, to replace the AT function of the tank within the division. It was adopted to proved the division with a realistic anti-tank weapon. This it fails to do.

A weapon, to be worthwhile, should give us the maximum return in terms of its effectiveness for a minimum investment. I maintain that in this regard, Ontos is hardly blue chip stock. Six shares of BAT stock give us a greater return on our money than one share of Ontos common. Even then, however, we have a weak investment portfolio.

Let's look at the primary mission of Ontos, its anti-tank task.

We must concede that Ontos can knock out tanks. Anybody's. If you have ever watched a trained crew operate you know what I mean.

However, go beyond the guns and look at the weapon as a whole.

Armor protection is insignificant, therefore, it cannot stand a slugging match. You may say, "Weaponry is ascendent over armor and not even the heaviest tank can withstand a direct hit from a modern AT gun." I maintain that Ontos can't even slug it out with a grease gun. One blast of automatic fire at the unprotected banks of guns will sever the exposed fire control system, leave the hull intact and us with $70,000 liability. At least with BATs it would take six bursts in six different directions to accomplish the same end.

Shall we move on?

Back blast not only gives the nearby infantry a cracking good fright but tends to incinerate the unschooled to its rear. Admittedly, this is hardly a consideration in battle, but, more importantly, that impressive blast also tips your location to the enemy's base of fire (tank & SP). Needless to say, Ontos as a source of annoyance will be honored by immediate and unfriendly attention.

Of course, here is where Ontos maneuverability comes into play and hasty withdrawal to defilade saves the day. But does it? Hardly. We have to delay and raise the travel locks to support the guns before we can move, else we will snap our multiple muskets into an attitude of decided embarrassment—pointing at mother earth. However, to raise these travel locks, the gunner must center the guns in azimuth and elevation while the driver must crank an archaic hydraulic system for an eternity until the locks marry with the tubes and allow safe movement. Reflect if you will, the action of that enemy base of fire during all this.

Assuming that we are successful in eventually getting into defilade, where do we go from here? An alternate position would be logical, but remember that T-54 in the distance is wise to us now and his 100mm is looking in our direction. If we reappear nearby—whacko!

Okay, insure that the alternate position is not in the immediate vicinity of the primary position. Full credit for your logic! It might work but in the meantime hasn't the enemy really beaten us at our own game? While we move the distance to an alternate site compatible with safety and surprise, we are out of action and the enemy's maneuver element has moved frighteningly close. Besides, the enemy is probably tracking our tell-tale dust anyway and our alternate position will prove as uncomfortable as the one in the first instance.

Why not forget about the alternate position and break contact to a preselected position to the rear to contain any break-through? This is reasonable if we are willing to accept the fact that our major anti-tank weapons has been good for only one shot during a critical point in the battle. Of course, the psychological impact on the front line "snuffy" when he sees his major AT unit heading for the rear in the face of an armored attack might be a matter of concern. Also, in open country, our M-50 might be degraded with an enemy shot in the back during this rearward movement.

And what about this open terrain, this rolling countryside so favored by a fire-and-maneuver tank attack? Here we have our greatest Ontos liability. Our primary AT weapon sits basking in all the glory of its 1800 yard effective range while the opposition tanks crack away at us at ranges considerably in excess of ours. They are damaging us with their tanks long before we can employ our anti-tanks against them. Better lay the artillery for direct fire, Marines!

Perhaps I'm unfair. I set the scene for the illustration and naturally it tends to support my views. How about a situation favoring Ontos employment?

Ontos—Can't slug it out?

Consider close country where range counts for naught? How about the ambush capabilities of Ontos. Unsurpassed, are they not?

The answer is quite so. It is a close-country anti-tank weapon; it is an ambush weapon and little else, and this is the point. The Ontos violates the principle of economy of force. It is an expensive weapon restricted only to situations which favor its limited capabilities—defensive capabilities of ambush and short range.

Does this return warrant the expense in terms of dollars, personnel, support and maintenance effort necessary to sustain an Ontos-equipped battalion? I say no. Leave the short ranges to the BATs and provide the AT battalion with a weapon which has the range and ruggedness to do battle with tanks before the infantry has to cope with them. USMC

218 Cordoba
San Clemente, Calif.

OBSERVATION POST CONTINUED

Improve NCOs and You Improve USMC

By Sgt W. T. Shearer

THESE RECOMMENDATIONS I BELIEVE will improve the NCO of today and possibly provide for a better Marine Corps.

• **Responsibility.** A small unit leader should be held strictly responsible for the men serving under him, their performance of duty, welfare, personal problems and military appearance.

When an order is given it should be given through the small unit leader. To make the small unit leader aware of his responsibilities, he should have them pointed out to him and be made constantly aware of them. The more responsibility an NCO has the less time he has to become idle. Small unit leaders should also be responsible for their unit's training.

More classes and practical application should be conducted on the squad and fire team level supervised by the platoon sergeant and less on the company level.

• **Authority.** Delegating the NCO a certain amount of authority helps to increase his prestige. Example: if a small unit leader is the one to make recommendations for his troops in regard to promotions, conduct and proficiency marks, special liberty and special requests, troops will be more conscientious in performance of duties.

• **NCO privileges.** In some commands NCO privileges below the rank of staff sergeant are unheard of. One of the reasons for staff NCO privileges is that it creates an incentive for promotion. If this is true, how many Marines will be promoted to staff sergeant during their first enlistment? Example: the young Marine who reports to his first duty station after completing ITR. It shouldn't take him long to see that, generally speaking, corporal is as high as he can expect to be promoted during his first enlistment. Now, if the corporals in his particular command do not have responsibility, authority and privileges then the new Marine will lose some of his ambition.

There is a saying in the Marine Corps that "Familiarity breeds contempt." This is more true in the junior NCO ranks than any place else. Separate billeting will correct this. Another privilege that could be granted on the company level is allowing the NCO to retain his liberty card. Some people may feel that an enlisted man (sergeant and below) cannot be trusted with his liberty card. In answer to this it should be considered that if an NCO cannot be trusted this far how can he be trusted to lead men in battle? Certainly if an NCO cannot be trusted this far he has no business being an NCO. Further, if a man is intent on absenting himself without proper authority the possession of a liberty card will make little difference in his decision.

A few more privileges include messing. If at all practical an NCO mess should be set up. This can be accomplished either by having a separate mess or separate tables. Head of the chow lines? NCOs.

In concluding the subject of privileges it should be realized by the NCO that these alone will not make him a good leader; he should not depend on them.

It's a fact, though, many an NCO has made up his mind whether or not to reenlist while standing in a chow line or turning in his liberty card.

After reading this much of the article many commanders may feel that in spite of these responsibilities, authority and privileges that some NCOs still won't "Pack the gear." These individuals are generally the product of poor leadership and training. Whose fault is this?

NCOs are promoted on a probational condition for six months. This should offer sufficient time to determine if the individual NCO will produce. In cases where a non-productive NCO has slipped by his probation period other means should be employed to relieve him of his stripes. It is far better to have an organization with a few top notch NCOs than one with many non-producers.

Platoon sergeants, gunnery sergeants and first sergeants can be a great help to their NCOs by setting a good example that will gain respect for themselves. Also by delegating responsibilities and encouraging the NCOs to stick together. Hold meetings with the NCOs to help iron out some of the organization's problems. Also it should be remembered that tomorrow's platoon sergeant is today's squad leader; how well he will perform his duties depends on the guidance he is getting now.

NCO clubs of the type which are located at Camp Pendleton are a great benefit to the NCO. This is where the NCO with his colleagues will not have to worry about "Familiarity breeds contempt." NCOs who have these clubs but do not use them should reconsider. The non-commissioned officers club is one of the biggest privileges that he has.

The policy of clothing sales is a sore spot in many a professional NCO's hide. It is true that a new Marine out of boot camp may not be able to decide what his clothing sizes are. But should the corporal or sergeant with at least three year's service be classified in this same group? Corporals and sergeants should be witnessing NCOs instead of being required to have one to purchase their own clothing.

In conclusion it may be pointed out that when Corporal Jones, who is a "Hard charging NCO" gives Private Smith an order and Private Smith knows that Corporal Jones is a "Hard Charger" and has the backing of his seniors, the order will be carried out. Whether it be to police the platoon head or to assault the enemy. USMC

547 13th St
South Mesa
Oceanside, Calif

Extension School CHALLENGE

BASIC

1 You are a member of a heliteam that is airborne. Your leader gains your attention and proceeds to jettison a piece of equipment. You recognize this as being a signal to:

a. Turn to and help jettison all loose gear in the helicopter.

b. Indicate the commencement of air drop to friendly forces.

c. Prepare for ditching.

d. Indicate that you have arrived over the landing zone.

2 If a rifle company has crossed the line of departure and is receiving heavy enemy artillery and mortar fire, the best way to minimize the effects of the fire is to:

a. Move through or around the impact area as rapidly as possible and continue the attack.

b. Report to battalion that the company is pinned down and request reinforcements.

c. Stop and take cover until counterbattery fire has silenced the enemy fire.

d. Withdraw to the line of departure to await new orders.

JUNIOR

3 In the helicopter-borne ship-to-shore movement, the first wave of helicopters normally is preceded by:

a. A wave of close support aircraft.

b. A pathfinder group.

c. The waterborne assault.

d. The tactical air coordinator.

4 The mission of antiaircraft artillery is to:

a. Attack and destroy hostile targets in the air, on the ground, and on the water.

b. Attack and neutralize enemy targets in the air and on the ground.

c. Attack and destroy hostile targets in the air only.

d. Attack and neutralize enemy targets in the air and on the water.

SENIOR

5 In formulating a division shore party plan, you, as division shore party officer, realize that the division shore party will normally continue to operate until:

a. The force shore party is landed and prepared to take over logistic operations in the beach support area.

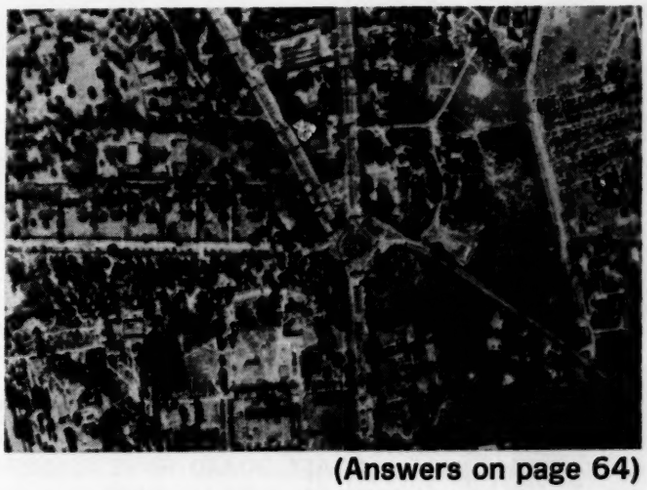
b. All division units and the prescribed amounts of supplies and equipment have been landed.

c. All landing force supplies and equipment have been landed.

d. All division combat units have progressed beyond the force beachhead line.

WHAT IS IT?

Before ↑ ↓ **After**



(Answers on page 64)

★ ★ ★ ★

A Marine SSgt says of the Officers Basic Extension Course:

"Quite Pleased with the course . . . wish I had taken it out a long time ago."

Take his cue, enroll now!

THE SCHOOL SOLUTION

(Answers to questions on page 63)

Note: References designated as TIP (Tentative Instructional Precis), SM (Supplementary Material), and MCS (Marine Corps Schools Publication) are manuals written by the staff of Marine Corps Educational Center as texts for MCEC schools.

BASIC

1 (a) Reference: SM-90, "Marine Corps Aviation" (1960), paragraph 78a(1). In the event the heliteam leader wishes to attract the attention of all team members to an emergency, an "alert" signal will be given. This signal will consist of striking the adjacent team member on the knee, who, in turn, will pass the signal on until all members are alerted and their attention focused on the leader. Upon gaining the attention of all heliteam members, the leader will jettison a piece of equipment to indicate that all loose gear is to be jettisoned.

2 (a) Reference: MCS 3-33, "Rifle Company Tactics" (1958), paragraph 17. If subjected to hostile artillery or mortar fires, the assault troops move rapidly through or around the impact area. The ability of an enemy observer to adjust fire on advancing troops is partially or totally neutralized by fire and smoke from friendly supporting weapons. In addition, as the troops near the assault position (usually within 150 yards of the objective), they are less vulnerable to enemy mortar and artillery fires since a defender ordinarily does not place these fires on his own troops. Therefore, to obtain this relative immunity from enemy indirect fires, the assault echelon moves rapidly toward the enemy position.

JUNIOR

3 (b) Reference: TIP (EC)2, paragraph 47b(5). The first wave of helicopters normally will be preceded by a pathfinder group, landed by helicopter, fixed-wing aircraft, or by boat.

4 (a) Reference: SM-20, paragraph 2. The overall mission of AAA is to attack and destroy targets in the air, on the ground, and on the water.

SENIOR

5 (b) Reference: TIP (LOG)1, 21b(3). Although force units may be landed and be in operation, the division shore party normally remains in operation in the beach support area until all division units and their supplies and equipment have been landed.

WHAT IT IS?

It is an example of German WWII deception, which shows disguise of distinctive street patterns so that pilots flying under VFR conditions enroute to day bombing raids could not have used them as landmarks.

This was accomplished by building various artificial structures. (Note changes which helped disguise street pattern as shown in before and after aerial photos on page 63). Construction of this sort could confuse pilots or missiles whose electronic brains have been *taught* to recognize ground features as well.

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TOOLS, TACTICS, TECHNIQUES

Looking Ahead

SATS: A BRIGHT FUTURE

Already off and running (two complete rigs per Wing firm for delivery in FY '62), SATS (Short Airfield for Tactical Support) this month got its second wind.

DivAv SATS planners, eyeing a $15 million RDT&E (Research, Development, Test and Evaluation) kitty, have been hard at it figuring out the best way to put the money to work.

Of course, they'll buy more SATS rigs. Here's what's planned:

Buy three complete airfields, set up one each at Quantico, 29 Palms, Bogue Field (halfway between CherPt and CamLej, use them for RDT&E purposes. Pilot training is a bonus feature. To this end, 2d and 3d MAW (Marine Air Wing) MAGs (Marine Air Group) will rotate to East and West coast sites. HMRs (Marine Helicopter Transport Squadrons) will go along to evaluate lift procedures.

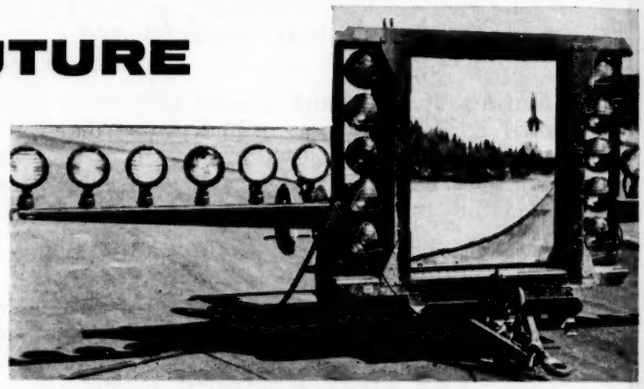
The Quantico strip will function mostly as a test site though desk-bound HQMC pilots are expected to queue up for crack at catapulting off a short field. Getting planes for them has already been figured out: borrow a dozen FJ-4Bs or ADs from Reserve.

Once launched, program is expected to last 18 months; after than SATS rigs will go to Wings.

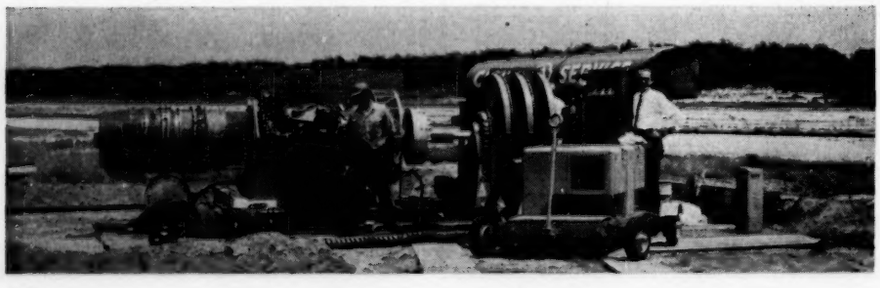
Procedures at 29 Palms and Bogue will be strictly expeditionary. Using units are expected to start from scratch, set up the field, fly on and off it. Even fly off WITH it. A fly-away exercise being considered would have tactical MAG/helicopter team pick up SATS gear at 29 Palms, tote it to MCAAS, Yuma for immediate use.

Delivery of Bliss Cataport (Looking Ahead: Apr '61) has given SATS concept a big push. Getting aircraft off aluminum runway was a major problem. JATO (Jet Assisted Takeoff), though effective, was logistically unwise. Steam catapults weighed too much to meet strict expeditionary requirements.

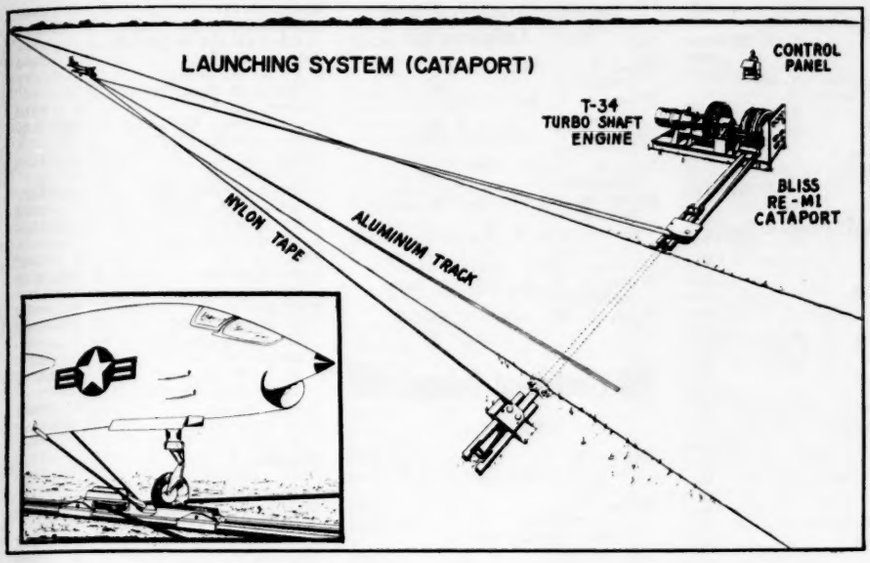
Now with package complete SATS future looks bright. On these pages are the parts that make SATS run.

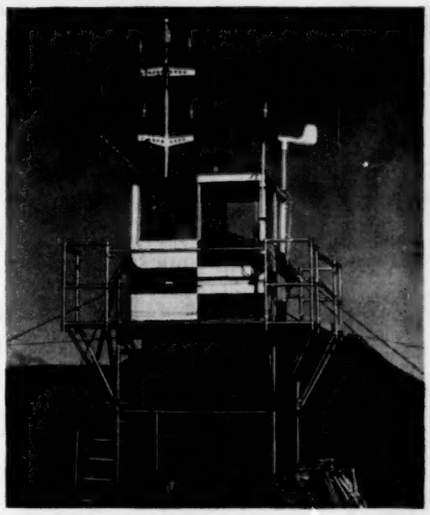


Portable mirror landing aid at Vieques SATS



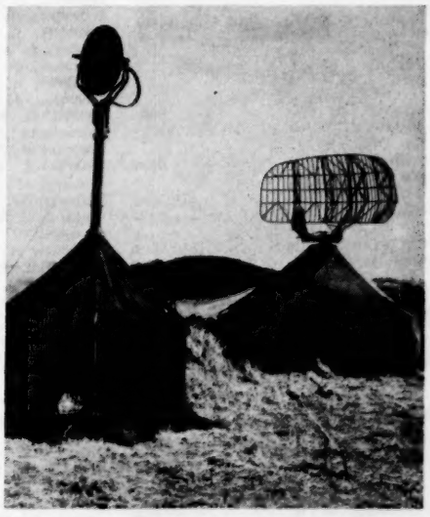
Aircraft are helped off SATS two ways—JATO (Jet Assisted Takeoff) bottle (above) is costly, but vital to A4D; Cataport (left), more compatible to system, uses Nylon tape to launch jets slingshot fashion, also arrests.



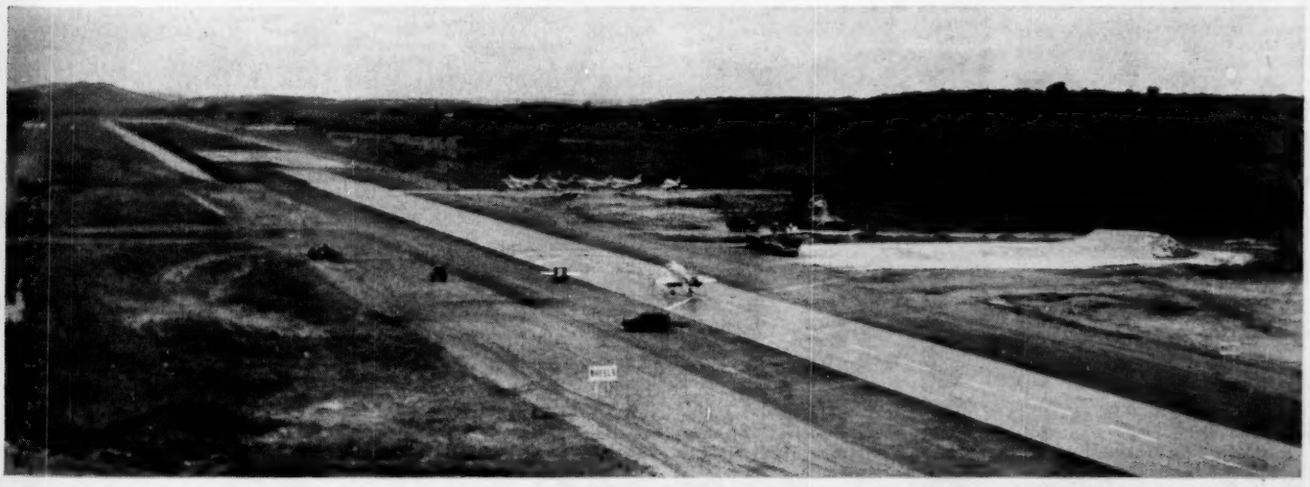


Portable control tower at Vieques SATS. Note extension lower right.

Prototype Bliss arresting gear is tested at Vieques. Newer model M-20 comes in two parts, sets up on both sides of trip doing away with underground passageway for cable. (Photo by VMCJ-2.)



Vital to SATS are AN/TXQ-1, Radar Data Relay Set; AN/TPS-1D, medium range search radar.



Parts in place, expeditionary SATS set up at Vieques receives an A4D during LANTPHIBEX 1-61

★ General Officers ★

Transfers

Riley, T. F.
Fr 3dMarDiv WDMay
To HQMC

Permanent Promotions

Hayes, C. H. Apr
Cushman, Jr., R. E. Apr

Temporary Promotions

Shapley A. Apr
Kyle, W. B. Apr

Retired

Wornham, T. A.
FMFPac 31Mar

Recent Command and Staff Assignments

Shapley, A.
CG, FMFPac
Murray, R. L.
CG, MCB, CamPen

Colonels

Transfers

Atkin, E. G. 9906
Fr HQMC WDMay
To Ofc JCS
Barninger, C. A. 9906
Fr MCS Quant
To Ofc JCS By8May
Benson, F. W. 9906
Fr MCB 29 Palms
To Ft Sill Okla By26Jun
Black, R. A. 9907
Fr 1stMAW WDMay
To HQMC
Burgoyne, W. R. 9906
Fr 3dMarDiv WDMay
To Ofc CNO
Campbell, A. W. 9907
Fr MCAB WEST
To Ofc JCS By26Jun
Decher, Jr., J. E. 9906
Fr MCS Quant
To Ft Leavenworth By26Jun
Goldberg, J. G. 9906
Fr FMFPac WestPac WDMay
To MB NS TI SFran
Henderson, M. D. 9906
Fr HQMC
To Asst SecDef
Houston, K. C. 9906
Fr MCS Quant
To HQMC By15May
Hutchinson, H. G. 9907
Fr 1stMAW WDMay
To HQMC
Johnson, R. J. 9907
Fr MCS Quant WDMay
To 1stMAW
Love, J. W. 9906
Fr 2dMarDiv WDMay
To OIC CONST Okinawa
Morrison, J. W. 9907
Fr 3dMAW WDApr
To COMART
Padley, J. J. 9906
Fr MB NB Mare Is WDMay
To LFTU Pac
Quilter, C. J. 9907
Fr 1stMAW WDMay
To FMFPac
Roe, T. G. 9906
Fr Ofc JCS WDMay
To HQMC
Samuelsen, L. W. 9906
Fr MB Clarksville
To HQMC By15Jun
Stillwell, R. R. 9908
Fr MCRD SDiego WDMay
To MCSA Phila
Vogt, A. L. 9906
Fr ICAF WashDC
To Ofc JCS By26Jun
Walt, L. W. 9906
Fr Ofc JCS WDMay
To 2dMarDiv
Wann, E. F. 9906
Fr NavWarCol NPT
To HQMC By26Jun
Warren, J. L. 9907
Fr 2dMAW WDMay
To 1stMAW
Wrenn, E. A. 9907
Fr FMFLant
To HQMC By26Jun
Youngdale, C. A. 9906
Fr 2dMarDiv
To HQMC By20Jun

Permanent Promotions

Aldridge, F. S. Mar
Altman, S. J. Mar
Armstrong, A. J. Mar
Arsenault, A. Mar
Bangert, D. A. Mar
Blackwell, J. R. Mar
Brickley, J. H. Mar
Bronleewe, T. G. Mar
Burnett, J. R. Mar
Buzhardt, H. O. Mar
Campbell, A. W. Mar
Carneal, W. B. Mar
Clark, J. H. Mar
Cokin, M. G. Mar
Coss, F. K. Mar
Currin, R. H. Mar
Dalton, H. G. Mar
Daughtry, G. W. Mar
Dobson, C. E. Mar
Doyle, E. J. Mar
Dulacki, L. J. Mar
Esterline, W. C. Mar
Farrelly, R. B. Mar
Feeley, J. A. Mar
Glennon, J. B. Mar
Glickert, R. W. Mar
Gorman, J. E. Mar
Griffin, D. R. Mar
Hammond, B. B. Mar
Hammond, R. C. Mar
Harris, A. W. Mar
Helmer, W. R. Mar
Howatt, W. J. Mar
Ireland, J. W. Mar
Jewson, W. E. Mar
Johnson, R. S. Mar
Keller, R. P. Mar
King, J. H. Mar
Kisgen, J. T. Mar
Lahue, F. C. Mar
Lattimer, H. C. Mar
Marsh, W. H. Mar
McDaniel, J. T. Mar
Mee, F. J. Mar
Moore, G. E. Mar
Nelson, S. J. Mar
O'Connor, T. J. Mar
Oliver, W. P. Mar
Padley, J. J. Mar
Popper, H. S. Mar
Porter, F. R. Mar
Pratt, H. D. Mar
Pratt, S. H. Mar
Randall, D. S. Mar
Reid, L. D. Mar
Russell, G. F. Mar
Ryffel, G. G. Mar
Sawyer, W. D. Mar
Spritzen, R. J. Mar
Stapp, D. H. Mar
Vogel, F. H. Mar
Walsh, W. R. Mar
Wertman, H. E. Mar
West, F. E. Mar
West, R. E. Mar
Wilkinson, A. M. Mar
Williams, M. R. Mar
Winstead, E. G. Mar

Temporary Promotions

Cereghino, A. D. Apr
Conger, J. E. Mar
Harris, L. P. Apr
Jones, A. L. Apr
Mueller, E. R. Apr
Riley, R. R. Apr

Retired

Kramer, W. F. 9906
Ft Sill Okla 31May
Morgan, G. S. 9908
6th MCRRD 31Mar
Power, R. C. 9906
HQMC 30Apr
Reeve, F. N. 9906
MCB CamPen 31Mar

Recent Command and Staff Assignments

Baze, G. S., CO, 12th Mar, 3dMarDiv
Bisceglia, V. R., ACofS, G-1, 2dMarDiv
Carey, R. E., CO, 8th Mar, 2dMarDiv
Hitt, W. H., CO, 10th Mar, 2dMarDiv
Smith, K. N., CO, 3d FSR, 3dMarDiv
Van Stockum, R. R., CofS, 2dMarDiv
Watkins, J. M., SupO, 3dMarDiv
Williams, M. R., CO, 6th Mar, 2dMarDiv
Walt, L. W., ADC, 2dMarDiv

Lieutenant Colonels

Transfers

Anglin, E. O. 7302
Fr Okla State Univ WDMay
To HQMC
Atkins, J. L. 0302
Fr LFTUPac WDMay
To NS Sangley Pt
Austen, P. N. 0802
Fr 1stMarBrig
To NavPhibB SDiego By15Jun
Bardon, T. J. 7335
Fr 3dMAW
To USS Princeton By15Apr
Carpenter, J. B. 0302
Fr MCS Quant WDMay
To 3dMarDiv
Carrington, G. W. 0802
Fr MCS Quant
To HQMC By20un
Caswell, D. 7305
Fr 1st MAW WDMay
To 1stMarBrig
Chilton, A. W. 0302
Fr MCS Quant WDMay
To NAS Whidbey Is
Clark, W. H. 0302
Fr FMFLant WDMay
To I&I 1stInfBn USMCR
Coffey, J. F. 0302
Fr 1stMAW WDMay
To MCS Quant
Doherty, J. J. 7335
Fr Okla St Univ WDMay
To 3dMarDiv
Elliott, R. B. 7333
Fr MAD NAS Pncla
To 1stMAW By25Jun
Elrod, R. H. 0302
Fr Camp Butler
To MB Brklyn NY By25Jun
Gray, G. E. 7307
Fr 3dMarDiv WDApr
To HQMC
Greenough, K. E. 0302
Fr 1stMarDiv WDMay
To Taiwan DefComd
Hill, H. S. 2502
Fr 1stMAW WDMay
To MCS Quant
Hill, H. S. 7335
Fr USS Princeton
To HQMC By5Jun
Horne, T. M. 1802
Fr NS Wash DC WDMay
To ALUSNA Moscow
Jones,, J. L. 1802
Fr MB NB LBeach
To 3dMarDiv By13JJun
Lindley, D. W. 7333
Fr HQMC
To NROTC Troy NY By28Jun
Maver. H. 7304
Fr Air Intel Wash DC
To Offut AFB Nebr By29May
McGough, J. D. 7333
Fr HQMC
To George Wash Univ By12Jun
Moore, C. H. 7333
Fr MCAS Kaneohe
To 1stMAW By25Jun
Ostby, J. L. 0195
Fr 3dMarDiv WDMay
To JAG Wash DC
Painter, H. F. 0302
Fr 3dMarDiv WDMay
To Air FMFPac
Panska, D. A. 7335
Fr 1stMAW
To Univ of Md By26JJun
Price, D. W. 0302
Fr MCS Quant WDMay
To NAS North Island
Ridlon, W. J. 3002
Fr MCSC Barstow WDMay
To MCB CamPen
Risher, C. T. 0302
Fr Taiwan DefComd WDMay
To CINCLANTFLT
Rupp, G. R. 7331
Fr BuWeps
To Huntsville Ala By1May
Scarborough, H. V. 7335
Fr 1stMAW WDMay
To MB NB Npt
Sloan, J. R. 7302
Fr 3dMAW WDMay
To 1stMarBrig
Sullivan, F. E. 0302
Fr MCRD PISC WDMay
To Ft Meade Md
Sullivan, R. E. 0302
Fr MCB CamPen WDMay
To Taiwan DecCmd
Terry, W. C. 7307
Fr Okla St Univ WDMay
To MCAAS Yuma
Thomas, F. C. 7332
Fr 1stMAW WDMay
To Maxwell AFB
Walton, F. E. 0202
Fr Saigon Vietnam
To 3dMarDiv By3April
Warren, S. G. 7302
Fr Okla St Univ WDMay
To 1stMAW
Wills, V. T. 0302
Fr AirFMFPac WDMay
To Middle East Force
Wilson, J. P. 0802
Fr 2d 75mmAABn Indpl May
To MCB CamLej
Wilson, R. W. 7333
Fr Okla St Univ WDMay
To Maxwell AFB
Wilson, H. S. 7305
Fr NAS Willow Grove
To COMART By1Jun
Winchester, E. H. 7333
Fr 1stMAW WDMay
To MCAS Cherry Pt

Permanent Promotions

Antley, Jr., W. E. Mar
Armstrong, V. A. Apr
Atkinson, A. B. Mar
Aufmann, R. N. Mar
Augeri, R. J. Mar
Autry, R. L. Mar
Averill, G. P. Mar
Baird, R. Apr
Barker, E. L. Mar
Beasley, C. B. Apr
Bennison, W. H. Mar
Bjorson, R. A. Apr
Bonner, Jr., J. E. Mar
Bowers, M. B. Mar
Breen, R. R. Mar
Brewster, D. A. Mar
Bryant, G. M. Apr
Burnam, T. J. Apr
Canton, J. S. Apr
Carlson, A. G. Mar
Castagna, A. J. Mar
Cervell, J. G. Mar
Coffey, J. F. Mar
Cole, G. O. Mar
Cook, E. Apr
Corley, Jr., C. E. Apr
Cornwell, C. E. Mar
Cresap, C. C. Apr
Davis, R. N. Apr
DeLong, P. C. Mar
Dillow, R. O. Apr
Earl, Q. V. Mar
Earney, W. R. Apr
Einum, J. R. Mar
Emils, A. L. Apr
Faser, K. E. Mar
Fisher, D. H. Mar
Foster, H. E. Mar
Fredrick, C. D. Apr
Frey, L. T. Apr
Fris, E. S. Apr
Fry, W. F. Mar
Fuss, P. Mar
Gehri, D. J. Mar
Giddens, R. M. Apr
Gingher, H. R. Mar
Glenn, Jr., J. H. Apr
Greene, T. N. Mar
Guy, C. B. Apr
Haffey, E. H. Mar
Halbert, W. M. Mar

Hall, R. M. Apr
Hanthorn, J. E. Mar
Harney, J. B. Apr
Harper, E. A. Mar
Harper, J. A. Apr
Hedahl, E. A. Mar
Heier, W. D. Mar
Herrick, D. L. Mar
Hill, H. S. Mar
Hilliard, R. C. Mar
Holt, W. R. Apr
Horne, T. M. Mar
Horst, H. W. Mar
Hughes, F. E. Mar
Hunter, O. D. Mar
Hurst, T. C. Mar
Ing, Jr., H. E. Mar
Johnston, O. B. Mar
Johnson, E. W. Apr
Johnson, V. M. Apr
Jones, J. R. Mar
Jones, M. Apr
Keagy, L. T. Mar
Keown, L. E. Apr
Kerr, W. A. Apr
Kersey, R. W. Mar
Kindred, L. E. Mar
King, G. W. Apr
Kleager, F. C. Apr
Kleber, Jr., V. A. Apr
Knapp, Jr., R. E. Mar
Koetsch, J. F. Mar
LaMar, R. L. Apr
Lang, F. C. Apr
Legan, S. F. Apr
Lengel, D. L. Mar
Lewis, R. H. Mar
Lewis, G. F. Apr
Lindell, C. W. Apr
Lo Prete, J. E. Mar
Lownds, D. E. Mar
Lynch, Jr., R. J. Apr
MacDonnell, D. H. Apr
MacLean, Jr., W. G. Mar
MacNeil, J. A. Mar
Mack, W. E. Apr
Maeger, H. G. Mar
Marker, R. E. Apr
Matheson, B. J. Mar
McCaleb III, E. H. Mar
McClure, Jr., G. C. Mar
McCreery, R. E. Mar
McDowell, D. N. Apr
McKiever, C. F. Apr
McMullen, F. A. Mar
McNiel, M. E. Apr
Mehaffey, H. N. Apr
Melby, W. E. Apr
Merrick, Jr., H. R. Mar
Mesko, J. Mar
Metz, A. A. Apr
Miller, L. Mar
Mitchell, R. H. Mar
Moore, W. Mar
Moos, K. L. Apr
Morgan, H. H. Apr
Mosca, Jr., H. P. Apr
Mulroney, P. J. Mar
Nelson, K. B. Mar
Noel, Jr., P. A. Mar
Nowadnick, W. R. Apr
Nuess, R. H. Mar
Olson, V. D. Mar
Ord, Jr., J. B. Apr
Padalino, M. J. Mar
Parran, T. Mar
Pearson, J. A. Apr
Peebles, R. R. Apr
Penn, L. S. Mar
Persinger, Jr., H. B. Apr
Phillips, W. T. Mar
Pittman, H. T. Apr
Quint, F. A. Apr
Radics, E. J. Apr
Read, B. S. Apr
Reber, J. J. Mar
Reed, G. H. Mar
Reifel, H. C. Apr
Rickabaugh, D. D. Mar
Rieder, G. L. Apr
Ross, G. O. Apr
Ross, T. J. Apr
Rotter, F. F. Mar
Rozier, W. R. Apr
Rudenauer, F. X. Mar
Salvaggio, M. Mar
Saxon, T. J. Apr
Scherer, J. H. Mar
Schmidt, Jr., G. C. Apr
Schnettler, E. L. Mar
Sedgwick, R. R. Mar
Shapiro, V. W. Mar
Shelly, K. H. Mar
Sheppard, F. J. Mar
Sherbondy, A. L. Mar
Shute, J. J. Mar
Smith, N. R. Mar
Soderberg, R. A. Apr
Soupios, A. V. Mar
Stauffer, J. E. Mar
Stubbs, II, R. S. Apr
Sturdevan, G. K. Apr
Swenson, L. V. Apr
Taylor, Jr., S. M. Mar
Troy, H. E. Apr
Tuma, J. W. Apr
Veigel, L. E. Apr
Walker, C. E. Mar
Wall, R. B. Mar
Walley, J. M. Mar
Wegley, D. E. Apr
Westmoreland, W. T. Mar
Whitescarver, K. T. Apr
Wilcox, W. D. Apr
Williams, A. L. Mar
Williams, W. L. Apr
Winchester, E. H. Apr
Wortman, H. D. Mar
Young, Jr., J. P. Mar

Temporary Promotions

Barber, N. E. Mar
Bledsoe, W. M. Mar
Briganti, E. Apr
Dochterman, L. B. Apr
Fitzgerald, A. C. Mar
Jarrett, C. R. Mar
Jobe, H. K. Apr
Klingman, F. T. Mar
Martin, S. F. Apr
McMullen, R. A. Mar
Perrin, J. S. Apr
Petro, G. E. Apr
Reier, G. R. Mar
Risner, A. H. Mar
Schoner, A. C. Mar
Semb, A. R. Apr
Skeath, M. A. Mar
Smith, M. R. Mar
Watts, F. T. Mar
Woods, L. H. Mar

Retired

Barreiro, J. R. **3502**
MCB CamPen 31Mar
Bryan, L. T. **7332**
MCAF New River NC 31Mar
Elrod, R. H. **0302**
MB NB Bklyn 30Jun
Hilton, K. N. **3002**
1stMarDiv 31Mar
Jones, P. M. **0302**
LFTUPac Coronado 30Apr
Luckel, R. L. **0302**
12th MCRRD 31March
James, A. E. Mar61

Extended Active Duty

Sanford, W. F. **Jan62**

Recent Command and Staff Assignments

Batdorff, R. W., ACofS, G-2, 2dMarDiv
Bolish, R. J., CO, 3dServBn, 3dMarDiv
Harte, F. J., Asst Plans & Training Officer (G-3), MCRD, PI, SC
Noel, P. A., CO, VMA-224, MAG-14, MCAS, Cherry Point
Reed, E. O., CO, HMX-1, Quant
Strandtman, L. V., Operations & Training Officer (S-3), MCAS, Kaneohe Bay
Waller, C. T., Director, Comptroller Div, MCSC, Albany, Ga.

Deaths, Retired

Downs, J. V.
USNH San Diego 28Mar
Raynor, D. D.
Indiana 11Mar

Majors

Transfers

Alexander, J. C. **0802**
Fr Okla State Univ WDMay
To 3dMarDiv
Alsop, W. F. **0302**
Fr MCS Quant
To ALUSNA Finland By20Jun
Bass, J. G. **7304**
Fr MCS Quant
To George Wash Univ By2Jun
Beer, W. J. **3002**
Fr 4thMCRRD WDMay
To MCS Quant
Briganti, E. **1302**
Fr Camp Butler WDMay
To MCS Quant
Closson, E. L. **4102**
Fr MCB CamPen WDApr
To MCB CamLej
Cooney, O. D. **3002**
Fr HQMC
To 1stMAW By19Jun
Crum, C. C. **3002**
Fr MCSC Barstow WDMay
To MCB CamPen
Estes, D. E. **1802**
Fr 2dMarDiv WDMay
To HQMC
Evans, R. C. **1302**
Fr 5thMCRRD WDMay
To 3dMarDiv
Gary, H. L. **0802**
Fr 3dMarDiv WDMay
To 2dMarDiv
Gasser, J. C. **0802**
Fr HQMC WDMay
To MCS Quant
Geishecker, E. J. **7307**
Fr AirFMFPac
To 1stMAW By26Jun
Gilman, D. E. **0302**
Fr MCRD PI SC
To George Wash Univ By2Jun
Goggin, W. F. **0302**
Fr LFTULant
To MCComp NAG Korea By20Jun
Harris, J. W. **7307**
Fr 2dMAW
To NROTC Troy NY By 28Jun
Hastings, L. D. **7304**
Fr 3dMAW
To 1stMAW By10Apr
Helm, S. E. **7333**
Fr 2dMAW WDMay
To MCS Quant
Henson, J. B. **7336**
Fr NATTC CorpC
To NAAS Meridian By15May
Irvin, W. H. **7333**
Fr MCAAS Yuma WDApr
To 3dMAW
Johnson, W. R. **3002**
Fr MCSC Barstow WDMay
To HQMC
Kerrigan,W. E. **0302**
Fr 3dMAW
To Stanford Univ By19Jun
King, G. J. **7333**
Fr 1stMarBrig WDJun
To MCS Quant
Knight, F. S. **0302**
Fr 3dMarDiv
To MB NB BSN By20Jun
Meyers, B. F. **0302**
Fr HQMC
To Ofc Asst SecDef
Montague, P. B. **7305**
Fr St Mary's Univ WDMay
To 1stMAW
Mooney, A. R. **0302**
Fr MCS Quant WDApr
To Beirut, Lebanon
Morgan, I. L. **7302**
Fr 2dMAW
To TACRON-22 By1Jun
Murphy, E. S. **7335**
Fr 2dMAW
To MARTC NAS Bklyn By1Jun
Pitman, E. D. **7307**
Fr VX-6 NAS QuonPt WDApr
To 3dMAW
Post, R. J. **1802**
Fr 3dMarDiv WDMay
To MB NAS PaxRiv
Robertson, R. S. **0302**
Fr 1stMarDiv WDMay
To MCS Quant
Rodney, G. W. **0302**
Fr 3dMarDiv WDMay
To 1stMarDiv
Roe, M. O. **0302**
Fr 2dMarDiv
To Camp Butler WDMay
Schmid, C. H. **3002**
Fr MCB CamPen WDRpr
To 1stMarBrig
Seaman, J. B. **7335**
Fr MCS Quant
To TACRON-11 By5Jun
Shelby, A. C. **0302**
Fr MCS Quant
To HQMC By17Apr
Steed, R. E. **7335**
Fr 1stMAW
To Stanford Univ By19Jun
Taylor, H. O. **7333**
Fr 1stMAW WDMay
To MARTC NAS Mpls
Thomas, J. H. **0302**
Fr 3dMAW
To NAD Concord Cal By25Jun
Timmes, E. A. **0302**
Fr HQMC
To Stanford Univ By19Jun
Vaught, F. W. **3002**
Fr MCSA SFran
To 1stMAW By22May
Walden, D. E. **0302**
Fr 1st MarDiv
To MB NAS Moffet By26Jun
Wilcox, E. A. **0302**
Fr Ofc JSC
To George Wash Univ By2Jun

Temporary Promotions

Abraham, J. W. Mar
Armstrong, P. F. Mar
Beattie, G. E. Mar
Bjorklund, D. E. Mar
Buckley, C. C. Mar
Burnett, R. H. Mar
Buynak, J. E. Mar
Chen, B. T. Mar
Cooney, R. W. Apr
Craig, R. W. Apr
Cushing, F. C. Mar
Driscoll, Jr., E. J. Apr
Fontaine, W. F. Apr
Galyon, W. J. Mar
Houck, G. W. Mar
Kelley, P. X. Mar
Laseter, J. W. Mar
Lundquist, C. R. Apr
Mickelson, R. D. Mar
Mulford, R. L. Mar
Parcell, W. K. Apr
Rutty, E. J. Apr
Sadowski, J. L. Apr
Stowell, D. V. Apr
Tatum, W. M. Mar
Todd, J. A. Mar
Vincent, H. W. Mar
Walker, R. A. Apr
Warren, G. P. Apr
Westling, D. Y. Apr
Whitfield, C. K. Mar

Temporary Promotions, Reserve

Stark, R. S. Mar

Retired

Lansford, B. G. **7332**
HqBn HQMC 31Mar
Smith, L. R. **0302**
MCS Quant 31May

Recent Command and Staff Assignments

Cain, J., CO, 1stReconBn, Corpus Christi
Fenton, D. L., Asst Operations Officer, Wing G-3, MAG-14, MCAS, Cherry Point
Kane, D. T., ExOfficer, 2dBn, 2d MarDiv
Mars, W. G., Director, Services Div, MCSC, Albany, Ga.
Molan, J. T., CO, MABS-14, MCAS, Cherry Point
Sherwood, J. M., CO, 3dATBn, 3dMarDiv
Street, C. E., Special Services Officer, MCAS, Kaneohe Bay

Deaths

Anderson, H. A. **1302**
I&I 9thEngrCo 5Apr

Captains

Transfers

Amelcher, P. F. **7332**
Fr 2dMAW
To 1stMarDiv By1Jun
Andrew, T. C. **7333**
Fr 2dMAW
To 1stMarDiv By1Jun
Baker, R. L. **0302**
Fr MCRDep SDiego
To 3dMarDiv By1Jun
Ball, W. L. **7302**
Fr MARTC NAS Dal WDApr
To 1stMAW
Bancroft, J. V. **7302**
Fr 1stMAW WDMay
To 2dMAW
Barritt, O. R. **3060**
Fr FMFLant WDMay
To USS Boxer
Beach, R. J. **7332**
Fr NAS Pncla WDMar
To 2dMAW
Bell, J. B. **7333**
Fr MARTC NAS Atla WDMay
To 1stMAW
Bell, R. C. **0302**
Fr 12th MCRRD
To 1stMarDiv By1May

Bergstrom, C. F. 7302
Fr 1stMarBrig
To Univ of Omaha By12Jun

Biegler, J. L. 0302
Fr 3dMarDiv WDMay
To MCS Quant

Blakslee, R. R. 4002
Fr MCRDep PI WDMay
To 3dMarDiv

Block, W. E. 0302
Fr 1stMarDiv WDMay
To 3dMarDiv

Bond, H. J. 7332
Fr 2dMarDiv WDMay
To CNAVANTRA CorpC

Bradley, W. C. 7333
Fr 2dMarDiv WDMay
To 2dMAW

Brandon, V. B. 7333
Fr 1stMarBrig WDMay
To MCAS Beaufort SC

Brooks, W. J. 9901
Fr Port Hueneme
To MCS Quant By29May

Bushwitz, H. W. 6502
Fr FMFLant
To 1stMAW WDMay

Cain, J. W. 0802
Fr 3dMarDiv
To HQMC By16Jun

Carlisle, R. L. 2710
Fr 1stMAW WDMay
To MCS Quant

Chapman, R. L. 1803
Fr MCRD SDiego
To MB NAVACTS Italy By30Jun

Chesla, E. J. 0302
Fr MB NB NorVa
To 3dMarDiv By15Jun

Clarkson, E. J. 0802
Fr MCB 29 Palms
To 3dMarDiv By13Jun

Clayson, H. 7333
Fr 2dMAW
To USS Princeton By26May

Coates, F. W. 1802
Fr MCRD SDiego
To NAS Atsugi By15Jun

Cobb, J. H. 0302
Fr 3dMarDiv
To 5th MCRRD By20Jun

Combs, R. G. 7333
Fr 1stMarBrig WDMay
To MARTC NAS Atla

Coughlin, R. L. 0302
Fr Ft Benning Ga WDMay
To MCS Quant

Craig, C. C. 3402
Fr MCRD SDiego WDMay
To 12th MCRRD

Davis, D. N. 0302
Fr 1stMarDiv
To I&I 77thRifCo By16Jun

Davis, L. L. 3510
Fr 3dMarDiv WDMay
To MCS Quant

Dean, R. H. 0302
Fr 8thMCRRD
To 3dMarDiv By13Jun

Denyer, S. A. 7304
Fr 1stMAW WDMay
To NATTC Memphis

Dinnage, M. W. 7305
Fr NATTC NAS CorpC
To NAAS Meridian By15May

Dockstader, R. W. 0302
Fr FMFLant WDMay
To MB NB KWest

Doser, J. G. 0302
Fr NTC GLakes WDMay
To 1stMarBrig

Dotson, T. E. 7302
Fr Chapman College WDApr
To 3dMAW

Duncan, J. W. 0302
Fr 2dMarDiv
To Stanford Univ By-9Jun

Evans, E. E. 0302
Fr MCRD SDiego
To 3dMarDiv By1Jun

Everett, J. W. 0302
Fr MCRD PI WDMay
To 3dMarDiv

Ferguson, D. S. 6708
Fr 2dMAW WDMay
To 1stMAW

Fisher, A. T. 0302
Fr HqBn HQMC
To USS Boxer By5Jun

Francisco, D. R. 7333
Fr 1stMAW WDMay
To 2dMAW

Gallagher, E. W. 3510
Fr 3dMarDiv WDMay
To MCS Quant

George, G. J. 0302
Fr MCRD PI
To 6thRifCo LRock By15Jun

Goar, J. W. 0302
Fr ForTrps FMFPac
To 3dMarDiv By13Jun

Gray, A. M. 2502
Fr FMFPac
To HQMC By10Jun

Haskins, J. 0302
Fr MCB CamPen WDMay
To Flt Acty Sasebo

Hattaway, E. 6406
Fr 1stMarBrig WDApr
To MCAS El Toro

Haviland, H. D. 0302
Fr 6thMCRRD WDMay
To MCRD PI

Higgins, J. H. 0302
Fr Ft Benning Ga WDMay
To 1stMarDiv

Henry, C. W. 7302
Fr NATTC NAS CorpC
To NAAS Meridian By15May

Hinchcliff, R. J. 7333
Fr 3dMarDiv WDMay
To CNAVANTRA CorpC

Holcroft, C. D. 2705
Fr 1stMAW WDMay
To MAD Pt Mugu

Holland, J. E. 7333
Fr ForTrps FMFLant WDMay
To 1stMAW

Hopkins, L. W. 3402
Fr FMFPac WDMay
To 1stMAW

Jones, J. F. 3502
Fr ForTrps FMFLant
To George Wash Univ By2Jun

Kehs, H. H. 7304
Fr 2dMAW WDMay
To 1stMAW

Keller, A. W. 0302
Fr 3dMarDiv WDMay
To MCS Quant

Kelley, P. X. 0302
Fr London Eng WDMay
To MCS Quant

Kephart, W. R. 3510
Fr 3dMarDiv WDMay
To MCS Quant

Kittler, S. J. 7333
Fr 2dMAW WDMay
To NavPhibB SDiego

Knotts, J. B. 0302
Fr MB San Juan PR WDMay
To MCRD PI

Latall, R. F. 7333
Fr NS Wash DC
To NAS Alameda

Lee, R. J.
Fr 1stMarDiv
To USS Estes By12Jun

Lewis, S. P. 7333
Fr 1stMarBrig WDMar
To MCAS Beaufort SC

Loehe, R. E. 0302
Fr MCS Quant WDMay
To 3dMarDiv

Lumpkin, A. L. 0302
Fr USS Rochester WDApr
To MB NAS CorpC

Lyons, R. J. 0302
Fr 1stMarBrig
To George Wash Univ By2Jun

MacNulty, W. K. 0302
Fr MCCWTC Bridgeport WDMay
To 1stMarBrig

Macho, D. C. 7302
Fr 2dMAW
To HQMC By24Apr

Martin, G. H. 0802
Fr Mitchell College WDMay
To 1stMCCRD

Matheson, J. R. 0302
Fr FltActy Sasebo
To 1stMarDiv By15Jun

Mestler, G. L. 2502
Fr 2dMAW WDMay
To MCSA Phila

Miller, R. E. 7333
Fr 3dMarDiv WDMay
To 1stMarBrig

Morra, J. A. 7302
Fr 1stMAW WDMay
To MAD NAS Pncla

Morrow, T. E. 7332
Fr NAS QuonPt
To NAAS Meridian By15May

Nelson, T. W. 7333
Fr 2dMAW WDMay
To MAD NAS Pncla

Nelson, G. B. 6502
Fr 1stMAW WDMay
To MCAS CherPt

O'Brien, J. A. 0302
Fr 4thMCRRD
To 3dMarDiv By13Jun

Oliver, W. M. 0302
Fr 3dMarDiv WDMay
To ForTrps FMFLant

Oliver, J. H. 0302
Fr Ft Benning Ga WDMay
To MCS Quant

Owens, N. S. 6502
Fr MCAAS Yuma
To 1stMAW WDMay

Price, J. V. 7335
Fr MCS Quant WDMay
To USS Princeton

Reece, L. C. 0802
Fr 1stMarDiv WDMay
To LFTU Coronado

Reid, R. J. 7333
Fr NAAS Kingsville
To 1stMarDiv

Ribbeck, A. F. 7302
Fr NAS So Weymouth WDMay
To 1stMarBrig

Riley, W. E. 0302
Fr MCAS El Toro
To 3dMarDiv By1Jun

Rocha, A. V. 3010
Fr MCSC Barstow
To MB Brem By20Jun

Rook, J. A. 0130
Fr HQMC
To MilPersCntr StL By25JuJn

Ryder, N. E. 7302
Fr MAD NS Pncla WDMay
To MCOSO Columbus O

Sackett, W. H. 3060
Fr 2dMAW
To 1stMarBrig By15May

Sauls, R. G. 0302
Fr 9thMCRRD WDMay
To MCS Quant

Scolforo, L. J. 0802
Fr Ft Sill Okla
To OIC MCRS Dal By10Jun

Seabrook, C. C. 0302
Fr MCRD PI
To 3dMarDiv By15Jun

Sellers, D. L. 3002
Fr FMFPac
To George Wash Univ By2Jun

Sheridan, J. J. 0302
Fr NB Portsmouth NH WDMay
To MCS Quant

Simmons, J. A. 3502
Fr MCB CamLej
To 5th TrkCo USMCR By15Jun

Skagerberg, A. E. 0302
Fr Ft Benning Ga WDMay
To 2dMarDiv

Skinner, R. F. 6402
Fr 1stMAW WDMay
To MAD NATTC Jax

Smith, D. G. 7333
Fr 1stMarBrig WDMay
To AirFMFPac

Snead, D. L. 7305
Fr MAD NAS Pncla WDMay
To 2dMAW

Snyder, R. L. 7333
Fr 1stMAW WDMay
To 2dMAW

Southgate, R. H. 7333
Fr 1stMarBrig WDMay
To CNAVATRA CorpC

Stanton, D. R. 7304
Fr 3dMAW WDMay
To NAS Anacostia

Steele, R. B. 0302
Fr Ft Holabird WDMay
To 3dMarDiv

Sudeck, E. 3010
Fr 1stMAW WDMay
To MCSA Phila

Swanson, R. D. 7335
Fr MCAF New River
To MARTC NAS Dal By-May

Swayne, R. W. 0302
Fr Ft Benning Ga WDMay
To MCRD PI

Thompson, A. B. 0802
Fr ForTrps FMFLant
To COMDR PHIBRON 8 By11Jun

Thornbury, K. B. 0302
Fr MB NAD Earle NJ WDMay
To MCS Quant

Tighe, P. J. 3002
Fr Camp Butler WDMay
To MCAAS Yuma

Vanbebber, C. W. 7335
Fr MCAS Beaufort
To 1stMAW By1Jun

Vass, R. G. 7333
Fr 1stMAW WDMay
To MAD NAS Pncla

Vielhauer, W. C. 0802
Fr 2dMarDiv
To HQMC By1Jun

Wagner, D. H. 0302
Fr 3dMarDiv WDMay
To HQMC

Waterstreet, J. R. 7333
Fr 1stMarBrig WDMay
To CNAVANTRA CorpC

Wells, G. T. 6702
Fr 1stMAW WDApr
To MCRD, San Diego

Whelan, W. L. 7335
Fr 3dMAW WDMay
To MCS Quant HMX-1

Temporary Promotions

Adams, R. J. Mar
Anderson, I. C. Mar
Bledsoe, J. A. Apr
Brown, R. H. Apr
Eddy, J. L. Apr
Hill, Jr., L. H. Apr
Hoen, G. G. Mar
Kerce, H. M. Apr
James, G. D. Apr
Lee, P. B. Apr
Lively, C. M. Apr
Lockwood, R. H. Mar
Merritt, G. R. Apr
Nursey, R. C. Mar
Piper, A. S. Apr
Spaulding, D. L. Apr
Thompson, J. R. Apr
Watson, J. D. Apr

Permanent Promotions, Reserve

Baker, J. Mar
Cacharelis, D. D. Mar
Ciotti, R. A. Mar
Detwiler, S. L. Mar
Gathy, E. M. Mar
Kuehn, P. Mar
Lann, L. M. Mar
Norling, G. L. Mar
Preston, K. F. Mar
Smith, M. S. Mar
Tate, S. A. Mar
Taylor, A. L. Mar
Telford, C. Y. Mar
Wagner, B. A. Mar

Temporary Promotions, Reserve

Anderson, H. P. Mar
Dale, J. M. Mar
Doser, N. J. Mar
Gilzean, C. O. Apr
Mason, J. W. Mar
McCormick, J. K. Mar
Norris, R. W. Mar
Quinn, J. J. Mar
Sivadge, A. D. Mar
Wingrove, P. C. Mar

Retired

Bomar, O. B. 3010
MCB CamLej 31Mar
Brisbois, D. J. 1360
1stMarDiv 31May
Clark, W. E. 7333
MAD NABTC NAS Pncla 30Apr
Curtis, T. L. 0302
1stRifCo 30Apr
Huffman, W. C. 0130
MCAS El Toro 30Apr
Lancaster, J. T. 3010
MCB CamPen 30Apr
Mervish, N. 2502
MCB CamPen 31Mar
Mordecai, L. 0802
1stMarDiv 30Apr
Usrey, J. C. 7304
MCS Quant 30Apr
Werder, R. J. 2502
ForTrps FMFLant 30Apr
Wofford, L. D. 0130
2dMAW 31Mar

Recent Command and Staff Assignments

Lucas, E., I&I, 1stReconBn, Corpus Christi

Nyland, W. T., CO, HqCo, H&SBn, MCRD, PI

Deaths

Eddings, O. G. 7333
VMF-122 MAG 32 2dMAW 29Mar
Judkins, S. P. 0130
MCAS El Toro 16Mar
Marsh, W. J. 0130
HQMC 23Mar
Ustach, V. A. 7333
2dMAW 20Mar

1st Lieutenants

Transfers

Adams, J. C. 0802
Fr 1stMarDiv WDMay
To Ft Sill Okla

Adams, R. J. 7304
Fr 2dMAW WDMay
To FMFLant NorVa

Allyetti, J. E. 7335
Fr 2dMAW WDMay
To ForTrps FMFLant

Andrews, B. 0302
Fr MB Yorktown Va WDMay
To USS Capricornus

Austin, R. W. 0302
Fr 3dMarDiv WDMay
To MCRD PI

Baker, H. W. 0302
Fr 3dMarDiv WDMay
To MB Clarksville Tenn

Bevis, M. H. 1802
Fr 2dMarDiv WDMay
To MB NAS Jax

Bloodworth, J. M. 6602
Fr MAD NATTC MFS WDMar
To COMART

Brill, A. P. 0302
Fr 3dMarDiv WDMay
To MCB CamLej

Brown, B. L. 0802
Fr ForTrps FMFPac WDMay
To MB Pearl

Burch, J .E. 3502
Fr 3dMarDiv WDMay
To MCB CamPen

Bynum, F. D. 0302
Fr 3dMarDiv WDMay
To MCB CamLej

Campbell, J. R. 7305
Fr 3dMAW
To 1stMarDiv By15Jun

Cassidy, T. V. 3035
Fr FMFLant
To 1stMAW By26Jun

Cavagnaro, D. A. 7304
Fr 2dMAW WDMay
To 1stMAW

Chapman, C. H. 6702
Fr 2dMAW
To 1stMAW By10Apr

Chappell, J. F. 0302
Fr 3dMarDiv WDMay
To 2dMAW

Clayes, A. I. 7302
Fr 1stMAW WDMay
To AirFMFPac

Cohan, L. 0302
Fr 2dMarDiv WDMay
To FMFPac

Collins, H. 7333
Fr 1stMAW WDMay
To MAD NAS Pncla

Conley, C. K. 7333
Fr 1stMarBrig WDMay
To 3rdMAW

Connolly, R. P. 7333
Fr FMFPac WDJuJn
To 1stMarBrig

Cook, D. G. 2502
Fr Monterey Cal WDMay
To FMFPac

Cumpston, G. W. 7335
Fr 2dMAW WDMay
To 2d Anglico

Dalzell, T. J. 1302
Fr 1stMarDiv WDMay
To MB NB Subic Bay

Day, B. C. 0802
Fr ForTrps FMFLant WDMay
To MCRD PI

Dubus, A. J. 0802
Fr 1stMarDiv
To USS Ranger By15May

Duke, H. A. 7335
Fr 1stMAW WDMay
To MAD NAS Pncla

Dulaney, R. L. 0702
Fr ForTrps FMFPac
To MB NB Subic Bay By1Jun

Dunbar, J. V. 6406
Fr 3dMAW
To 1stMAW By1Jun

Eley, D. E. 7333
Fr 2dMAW WDMay
To ForTrps FMFLant

Farris, L. M. 0802
Fr 2dMarDiv WDMay
To MCRD PI

Featherston, R. K. 0802
Fr 2dMarDiv WDMay
To MCRDep PI

Floyd, W. C. 0302
Fr 2dMarDiv WDMay
To USS Skagit

Foster, E. B. 0702
Fr ForTrps FMFPac
To NAF Naha Okinawa By1Jun

Foulger, S. R. 7302
Fr 2dMarDiv WDMay
To 3dMAW

Gleim, E. C. 2715
Fr MB NTC GLakes WDMay
To ForTrps FMFLant

Graham, R. E. 6701
Fr MCS Quant WDMar
To 2dMAW

Hall, D. D. 2502
Fr USS Skagit WDMay
To MCS Quant

Hall, R. C. 0302
Fr MCRD SDiego WDApr
To MB NS SDiego

Hansston, J. F. 0130
Fr 3dMarDiv WDMay
To MCB CamPen

Harris, J. E. 0802
Fr 2dMarDiv WDMay
To USS Oglethorpe

Hawkins, R. H. 0301
Fr USS Lake Champlain WDMay
To 2dMarDiv

Henry, J. W. 0302
Fr 3dMarDiv WDMay
To MCS Quant

Hester, C. E. 0302
Fr 2dMarDiv
To USS Noble By17Jun

Hoffman, R. L. 7333
Fr 2dMAW WDMay
To 2dMarDiv

Isola, A. C. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Jaczko, E. S. 3502
Fr 3dMarDiv WDMay
To ForTrps FMFLant

Kenworthy, R. J. 3402
Fr MAG-32
To MCS Quant By1Jun

Kessler, R. G. 7302
Fr MCS Quant
To 1stMAW

Kilday, T. P. 1302
Fr Ft Holabird WDMay
To DefComd Taiwan

Larsen, R. E. 7335
Fr 3dMAW
To 1stMAW By1May

Lummis, C. D. 0302
Fr 3dMarDiv WDMay
To MCCWTC Bridgeport

Maloy, K. A. 0302
Fr 3dMarDiv WDMay
To MCRD PI

McNally, P. F. 7335
Fr 2dMAW WDMay
To 2dMarDiv

McGinley, J. C. 6708
Fr 1stMAW WDMay
To 3dMAW

Means, H. N. 0802
Fr 2dMarDiv WDMay
To MCRD PI

Mikkelson, P. C. 0302
Fr MCS Quant WDMay
To 1stMarDiv

Miller, J. G. 0302
Fr 1stMarDiv WDMay
To MB Wash DC

Millice, K. P. 1302
Fr Indian Head Md WDApr
To 3dMAW

Mitchell, R. G. 7335
Fr 1stMAW WDMay
To MAD NAS Pncla

Monroe, J. W. 0301
Fr USS Lexington WDMay
To 1stMarDiv

Moriarty, N. E. 0302
Fr 3dMAW
To MAD NABTC Pncla By10May

Mulcahy, R. D. 3402
Fr ForTrps FMFLant
To 1stMAW By19Jun

Nappi, L. T. 1302
Fr ForTrps FMFPac WDMay
To FMFPac

Obymachow, J. P. 0802
Fr 3dMarDiv WDMay
To MCS Quant

Parks, H. L. 0802
Fr USS Rochester WDApr
To MCRD SDiego

Patrick, J. L. 0302
Fr 3dMarDiv WDMay
To MCB CamPen

Power, T. J. 0302
Fr 1stMarDiv
To USS Noble

Pratt, D. D. 0302
Fr 3dMarDiv WDMay
To MCB CamLej

Reed, R. L. 0802
Fr NAND Seal Beach
To 3dMarDiv By13Jun

Rice, J. F. 0802
Fr MB Pearl WDMay
To ForTrps FMFPac

Rich, T. W. 0302
Fr 2dMarDiv WDMay
To MB San Juan PR

Rinehart, B. D. 7333
Fr 1stMarDiv WDMay
To AirFMFPac

Roberts, A. M. 0802
Fr 1stMarDiv
To Camp Butler By1Jun

Samuels, P. J. 0301
Fr MCS Quant WDMay
To MCRD SDiego

Sattolo, A. J. 1302
Fr USS Oglethorpe WDMay
To ForTrps FMFLant

Schrader, D. W. 0301
Fr USS F D Roosevelt WDMay
To 2dMarDiv

Silva, L. V. 0302
Fr ForTrps FMFPac
To NAG Korea

Simmons, R. E. 0302
Fr 1stMarDiv WDMay
To MB NS Kodiak

Simpson, J. F. 0302
Fr 3dMarDiv WDMay
To MCB CamPen

Stroman, H. F. 7335
Fr 2dMAW WDMay
To MCS Quant HMX-1

Swigart, R. W. 0302
Fr 3dMarDiv WDMay
To 9thInfBn USMCR

Thomas, W. Y. 0802
Fr 1stMarBrig WDMay
To 1st ANGLICO

Tinker, A. 0802
Fr 3dMarDiv
To MB NS Kodiak By5Jun

Torinus, J. B. 0802
Fr 1stMarDiv WDMay
To Ft Sill Okla

Trenski, D. F. 0802
Fr 1stMarDiv
To NB Subic Bay By15Jun

Vazquez, P. R. 2502
Fr ForTrps FMFLant WDApr
To San Juan PR

Vreeland, N. H. 0302
Fr FltActy Yokosuka WDMay
To MCRS NOrlns

Watson, R. L. 0302
Fr MCS Quant WDMay
To 3dMarDiv

Welzant, C. M. 0302
Fr USS Capricornus WDMay
To MCS Quant

Wheeler, E. L. 7305
Fr NAATC NAS CorpC
To NAAS Meridian By15May

Williams, Jr., J. B. 0802
Fr 1stMarDiv WDMay
To Ft Sill Okla

Woods, R. M. 0302
Fr MCS Quant WDMay
To 2dMarDiv

Permanent Promotions

Benjamin, W. D. Mar
Carew, F. R. Mar
Cooper, J. G. Mar
Dawson, J. P. Mar
Draper, W. B. Mar
Dziarnowski, R. F. Mar
Elwell, Jr., R. F. Mar
Fitzgerald, D. C. Mar
Hoffman, R. C. Mar
Hopkins, J. T. Mar
Skinner, J. L. Mar
Williams, C. Mar

Temporary Promotions

Flessner, M. Mar
Preston, R. G. Mar
Seay, O. A. Mar
Williams, E. B. Mar

Permanent Promotion, Reserve

Drake, R. C. Mar

Temporary Promotion, Reserve

Baucom, E. B. Mar
Benware, R. K. Mar
Bever, J. C. Mar
Borders, D. J. Mar
Bosco, D. J. Mar
Brennan, M. J. Mar
Brigance, W. B. Mar
Carlson, C. T. Mar
Connolly, J. E. Mar
Cowperthwait, W. C. Mar
Crudele, V. L. Mar
Dahl, M. H. Mar
Demko, L. R. Mar
Denney, W. C. Mar
Dickinson, G. M. Mar
Eide, E. O. Mar
Field, S. E. Mar
Fiorentino, J. A. Mar
Fox, R. T. Mar
Frohriep, H. L. Mar
Gardner, M. R. Mar
Gledhill, B. W. Mar
Godwin, J. E. Mar
Green, A. G. Mar
Griffith, E. C. Mar
Gundlach, L. T. Mar
Hattendorf, J. D. Mar
Hummel, J. H. Mar
Judkins, C. J. Mar
Lindsey, A. L. Mar
Lui, C. W. Mar
Mahoney, D. A. Mar
McCollum, T. G. Mar
McNamara, J. F. Mar
Mehalick, A. J. Mar
Moate, M. B. Mar
Mottershead, C. V. Mar
Olson, W. A. Mar
Palmucci, V. J. Mar
Pattillo, Jr., C. E. Mar
Peterson, D. C. Mar
Piess, S. W. Mar
Porcello, L. J. Mar
Quick, C. R. Mar
Richey, F. D. Mar
Richter, C. J. Mar
Roberts, J. C. Mar
Roberts, J. W. Mar
Roeske, J. D. Mar
Rule, H. C. Mar
Santos, Jr., J. S. Mar
Schagunn, J. O. Apr
Schneider, . E. Mar
Shelor, D. S. Mar
Sklar, J. H. Mar
Stacey, W. M. Mar
Terry, M. D. Mar
Tesulov, V. Mar
Trotter, R. L. Mar
Tye, L. W. Mar
Volpe, C. J. Mar
Ward, P. R. Mar
Wessels, G. A. Mar
Wetjen, R. F. Mar

Recent Command and Staff Assignments

Piper, E. S., Staff Secretary, MCRD, PI
Slough, P. G., CO, ServCo., H&S Bn, FMFPac

Deaths

Yarnell, J. L. 7335
MAD NAS Pncla 2Mar

2d Lieutenants

Transfers

Austenfeld, R. B. 7309
Fr MCS Quant
To NABTC Pncla By3May

Bean, W. A. 2501
Fr MCS Quant WDMay
To 3dMarDiv

Bickley, C. D. 1301
Fr MCS Quant WDMay
To 1stMarDiv

Bowman, J. H. 1301
Fr MCS Quant WDMay
To 1stMarDiv

Brewer, G. L. 2501
Fr MCS Quant WDMay
To ForTrps FMFLant

Burke, J. M. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Cazares, A. F. 0301
Fr MCS Quant WDMay
To 1stMarBrig

Cisney, D. C. 0801
Fr MCS Quant WDMay
To 1stMarBrig

Clark, M. T. 0301
Fr MCS Quant WDMay
To 1stMarBrig

Clough, D. O. 0301
Fr MCS Quant WDMay
To MCS Quant

Collins, W. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Coolican, J. J. 0301
Fr MCS Quant WDMay
To 1stMarDiv

Coomes, W. A. 1801
Fr MCS Quant WDMay
To ForTrps FMFLant

Crawford, M. T. 1301
Fr MCS Quant WDMay
To 1stMarDiv

Cushman, L. R. 6701
Fr MCS Quant WDMay
To MCAAS Yuma

Dawkins, K. E. 0301
Fr MCS Quant WDMay
To 1stMarDiv

DeLano, C. E. 1801
Fr MCS Quant WDMay
To ForTrps FMFLant

Dickins, J. E. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Diduch, W. B. 2501
Fr MCS Quant WDMay
To 3dMarDiv

Dokos, C. G. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Eisenhardt, E. R. W. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Emberger, R. J. 0301
Fr MCS Quant WDMay
To MCS Quant

Ewing, J. L. 2501
Fr MCS Quant WDMay
To 3dMarDiv

Friedl, R. C. 2501
Fr MCS Quant WDMay
To ForTrps FMFLant

Giff, U. L. 2501
Fr MCS Quant WDMay
To 3dMarDiv

Gnibus, T. E. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Gordon, J. B. 6502
Fr MCS Quant WDMay
To MCAS, El Toro

Gretkowski, H. J. 3010
Fr MCS Quant WDMay
To MCRD SDiego

Hanley, W. G. 1801
Fr MCS Quant WDMar
To ForTrps FMFLant

Hanson, G. O. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Harden, J. C. 1301
Fr MCS Quant WDMay
To 2dMarDiv

Harry, R. D. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Healey, Q. O. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Hendrix, T. C. 1801
Fr MCS Quant WDMar
To 1stMarDiv

Hill, B. A. 0301
Fr MCS Quant
To USS Yorktown By1Jun

Hirsch, N. R. 0701
Fr MCS Quant WDMay
To ForTrps FMFPac

Holman, R. S. 0701
Fr MCS Quant WDMar
To ForTrps FMFPac

Hopkins, H. V. 1301
Fr MCS Quant WDMay
To 2dMarDiv

Hoyer, D. E. 7304
Fr 2dMAW WDMay
To 1st MAW

Hudson, W. F. 0301
Fr MCS Quant
To 3dMarDiv By13Jun

Hurst, J. H. 0301
Fr MCS Quant WDMay
To 1stMarDiv

Jenkins, R. S. 2502
Fr MCS Quant WDApr
To NavCommSta Adak

Johnson, K. E. 1301
Fr MCS Quant WDMay
To 3dMarDiv

Kinser, G. A. 7304
Fr 2dMAW WDMay
To 1stMAW

Kirkpatrick, R. E. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Kiser, W. J. 1801
Fr MCS Quant WDMar
To ForTrps FMFLant

Kromminga, L. R. 2501
Fr MCS Quant WDMay
To 1stMAW

Lawson, J. L. 2501
Fr MCS Quant WDMay
To 1stMAW

Lollar, J. H. 1301
Fr MCS Quant WDMay
To ForTrps FMFPac

Loughran, J. H. 9901
Fr MCS Quant WDMay
To 1stMAW

Lutz, W. E. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Lynch, C. B. 1801
Fr MCS Quant WDMar
To 1stMarDiv

MacDonald, H. S. 0801
Fr MCS Quant WDMay
To 1stMarBrig

Maxwell, L. R. 0801
Fr MCS Quant WDMay
To 2dMarDiv

May, C. S. H. 0301
Fr MCS Quant WDApr
To 1stMarBrig

Mays, M. C. 0801
Fr MCS Quant WDMay
To 1stMarBrig

McCallum, W. J. 0801
Fr MCS Quant WDMay
To 3dMarDiv

McGranahan, K. J. 0801
Fr MCS Quant WDMay
To 1stMarBrig

Mears, C. J. 6709
Fr 1stMAW
To AirFMFPac WDMay

Miller, M. J. 9901
Fr MCS Quant
To 1stMarDiv By15Jun

Miner, F. H. 1301
Fr MCS Quant WDMay
To ForTrps FMFLant

Mitchell, R. E. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Morris, K. J. 2501
Fr MCS Quant WDMay
To 3dMarDiv

Mueller, G. R. 1301
Fr MCS Quant WDMay
To ForTrps FMFLant

O'Brien, T. R. 6701
Fr MCS Quant WDMay
To MACS-1 MCAAS Yuma

Oliver, R. R. 0301
Fr MCS Quant WDMay
To 1stMarDiv

O'Shea, M. E. 1801
Fr MCS Quant WDMar
To 1stMarDiv

Pastushin, J. V. 6701
Fr MCS Quant WDMar
To MCAAS Yuma

Patterson, P. A. 0701
Fr MCS Quant WDMay
To ForTrps FMFPac

Pellegrino, J. P. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Pierce, R. E. 7399
Fr MCS Quant
To MAD NAS Pncla By3May

Pycior, J. L. 7399
Fr MCS Quant
To MAD NAS Pncla By3May

Quill, J. F. 5011
Fr MCS Quant
To 1stMarBrig WDMar

Richard, R. N. 7339
Fr MCS Quant
To NABTC NAS Pncla By26Apr

Roth, R. K. 0301
Fr MCS Quant WDMar
To 1stMarBrig

Russo, A. R. 0702
Fr ForTrps FMFLant WDMay
To FMFPac

Schramm, W. M. 0801
Fr MCS Quant WDMay
To ForTrps FMFLant

Seikel, T. M. 0801
Fr MCS Quant WDMay
To 1stMarDiv

Shelton, J. L. 2501
Fr MCS Quant WDMar
To ForTrps FMFPac

Smith, G. B. 0701
Fr MCS Quant WDMar
To ForTrps FMFPac

Spolyars, R. J. 7399
Fr MCS Quant
To MAD NABTC Pncla By29Mar

Stokes, C. B. 1301
Fr MCS Quant WDMar
To ForTrps FMFLant

StPierre, P. J. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Sullivan, E. P. 0801
Fr MCS Quant WDMay
To 2dMarDiv

Tatton, J. F. 0801
Fr MCS Quant WDMay
To 1stMarBrig

Taylor, G. P. 2501
Fr MCS Quant WDMay
To ForTrps FMFLant

Taylor, H. F. 3501
Fr MCS Quant WDMar
To 3dMarDiv

Tice, W. A. 7399
Fr MCS Quant
To MAD NAS Pncla By3May

Turner, C. N. 7300
Fr MCS Quant
To MAD NAS Pncla By3May

Valluzzi, R. F. 7399
Fr MCS Quant
To MAD NAS Pncla By3May

Van Wert, P. J. 2501
Fr MCS Quant WDMay
To 2dMarDiv

Vogel, J. R. 6701
Fr MCS Quant WDMar
To MCAAS Yuma

Waldeisen, L. E. P. J. 2501
Fr MCS Quant WDMay
To 1stMarDiv

Wallace, T. P . 0801
Fr MCS Quant WDMay
To 3dMarDiv

Wallace, R. F. 7399
Fr MCS Quant
To MAD NAS Pncla By3May

Wallace, R. D. 7399
Fr MCS Quant
To MAD NAS Pncla By3May

Watson, D. R. 1301
Fr MCS Quant WDMay
To 3dMarDiv

Watts, T. L. 0801
Fr MCS Quant WDMay
To 1stMarBrig

Young, H. C. 0801
Fr MCS Quant WDMay
To 3dMarDiv

Warrant Officers

W-4

Transfers

Lendo, H. J. 3102
Fr 1stMAW WDMay
To MCSC Barstow

Temporary Promotions

Wallis, L. P.

Retired

Doyel, G. R. 2020
MB, NS SFran 31Mar

Gray, H. D. 3095
MCSC Barstow 30Apr

Huston, T. W. 0202
HqBn HQMC 31Mar

Deaths

Hedden, R. O. 6602
USNH San Diego 17Mar

Deaths, Retired

Christenot, C. R.
Houston Tex 20Mar

W-3

Transfers

Colgiazier, R. B. 6602
Fr MARTC NAS Glen
To 1stMAW By1Jun

Edmondson, W. B. 1320
Fr MCRD SDiego WDMay
To Camp Butler

Selected for Promotion, Reserve

Bythway, B. L.
Lindbloom, S. W.
Marx, E. A.
Milardovich, G. M.
Norman, E. C.
Roberts, S. H.
Scarborough, S. O.
Weaver, B. O.
Widener, J. K., Sr.
Woods, R. J.

Retired

Davison, J. C. 6402
MAD NATTC MFS 31Mar

Palmer, C. W. 4102
MCAS Beaufort SC 31May

Deaths, Retired

Robinson, H. L.
USNH Portsmouth Va 7Mar

W-2

Transfers

Bailey, O. W. 2602
Fr Camp Butler WDMay
To MCRD SDiego

Buccieri, G. J. 5502
Fr 2dMarDiv WDMay
To 3dMAW

Cinotti, W. J. 0202
Fr MAG-32 WDMay
To 2dMAW

Fawcett, J. L. 3015
Fr 1stMarDiv
To MB Brem By20Jun

Finkbohner, E. C. 3402
Fr MCB CamLej
To USS Boxer By12Jun

Hill, E. D. 1310
Fr ForTrps FMFLant
To Ft Belvoir Va ByJun

Nahhas, G. A. 2010
Fr NAD Oahu WDMay
To 1stMarDiv

Okonek, M. V. 3302
Fr 2dMAW WDMay
To USS Boxer

Peacock, H. W. 1310
Fr MCS Quant WDMay
To MCB 29 Palms

Rhine, K. W. 5502
Fr 2dMAW WDMay
To 2dMarDiv

Stickle, E. L. 1310
Fr MCSC Albany Ga WDMay
To 3dMarDiv

Permanent Promotion

Zarkos, T. A., Jr. Mar

Selected for Promotion, Reserve

Wilson, H. E.

Retired

Babyak, J. J. 6602
2dMAW 31Mar

Parker, G. H. 2710
2dMarDiv 30Apr

W-1

Transfers

Palmer, T. P. 6709
Fr ForTrps FMFPac WDApr
To AirFMFPac

Wilder, R. C. 2710
Fr 1stMAW
To MCAS Barstow WDMay

Selected for Promotion, Reserve

Clausen, P. E.
Crabtree, T. E.
Duehren, J. R.
Gardner, K. M.
Griffing, H. B.
Hancock, J. W.
Holman, H. E.
Leahy, W. M.
Olivier, L.
Reynolds, J. E., Jr.
Roll, K. J.
Shively, P. S., Jr.

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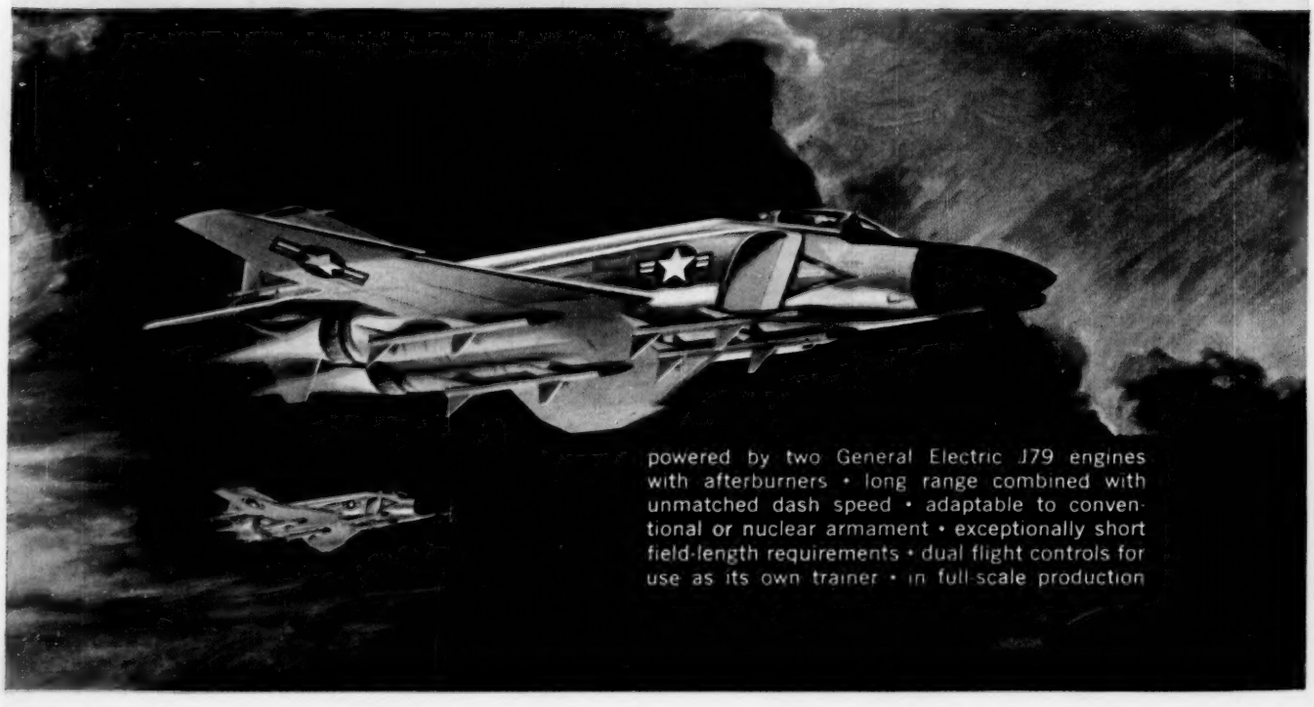

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